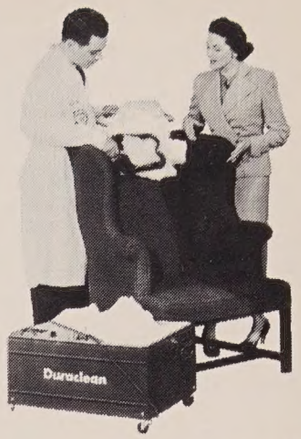
RAILROAD

APRIL, 1968 MAGAZINE FIFTY CENTS

I USED TO RUN WOODBURNERS ON LOGGING ROADS BY "FROG" SMITH

Would You Like to Take in $140 after Supper?



This is exactly what L. Burnett did while still employed. Here are his own words:

"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Your Services Are Commended by

McCall's Magazine, Parents; American Research & Testing Laboratories...and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word"

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . so mail coupon today.

Find Out with NO OBLIGATION

Mail this coupon TODAY
It may put you in business

Duraclean Co. 8-703 **Duraclean Bldg., Deerfield, Ill. 60015**

With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

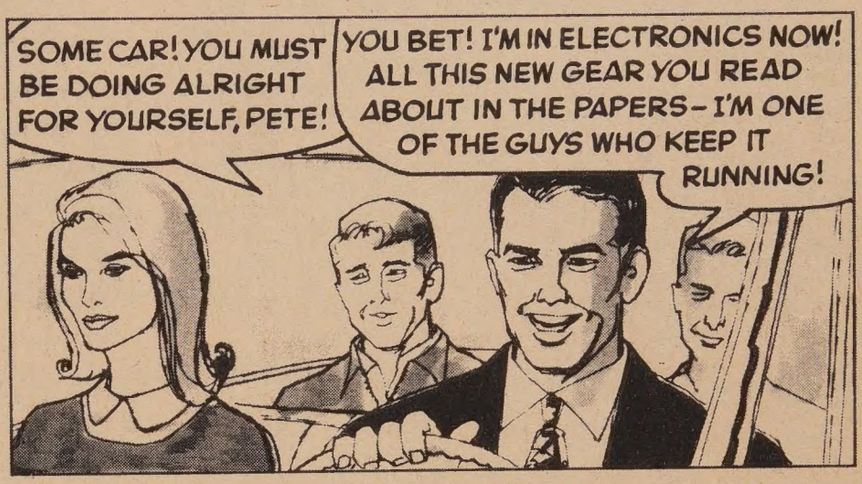
Name_____

Address_____

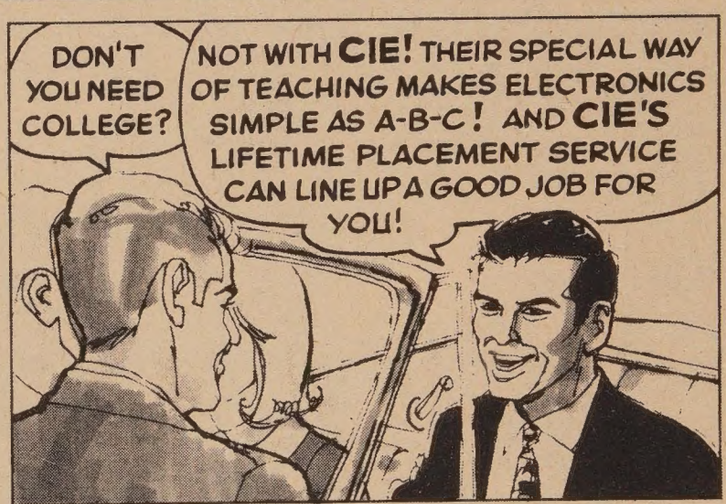
City_____ State_____ Zip_____

This can be your "Big Break" if you're a man who's ever said...

"There must be a better way to make a living!"


SOME CAR! YOU MUST BE DOING ALRIGHT FOR YOURSELF, PETE!
YOU BET! I'M IN ELECTRONICS NOW! ALL THIS NEW GEAR YOU READ ABOUT IN THE PAPERS - I'M ONE OF THE GUYS WHO KEEP IT RUNNING!

SOUNDS GREAT! BUT HOW'D YOU BREAK IN?
EASIER THAN YOU MIGHT THINK! I LEARNED EVERYTHING I NEEDED TO KNOW IN MY SPARE TIME, AT HOME... WITH CIE!


DON'T YOU NEED COLLEGE?
NOT WITH CIE! THEIR SPECIAL WAY OF TEACHING MAKES ELECTRONICS SIMPLE AS A-B-C! AND CIE'S LIFETIME PLACEMENT SERVICE CAN LINE UP A GOOD JOB FOR YOU!

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Please send me 2 FREE books describing opportunities in Electronics and how to prepare for them.

Name_____ Age_____
(please print)

Address_____

City, State, Zip_____

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 82, No. 6 APRIL, 1968 50 CENTS

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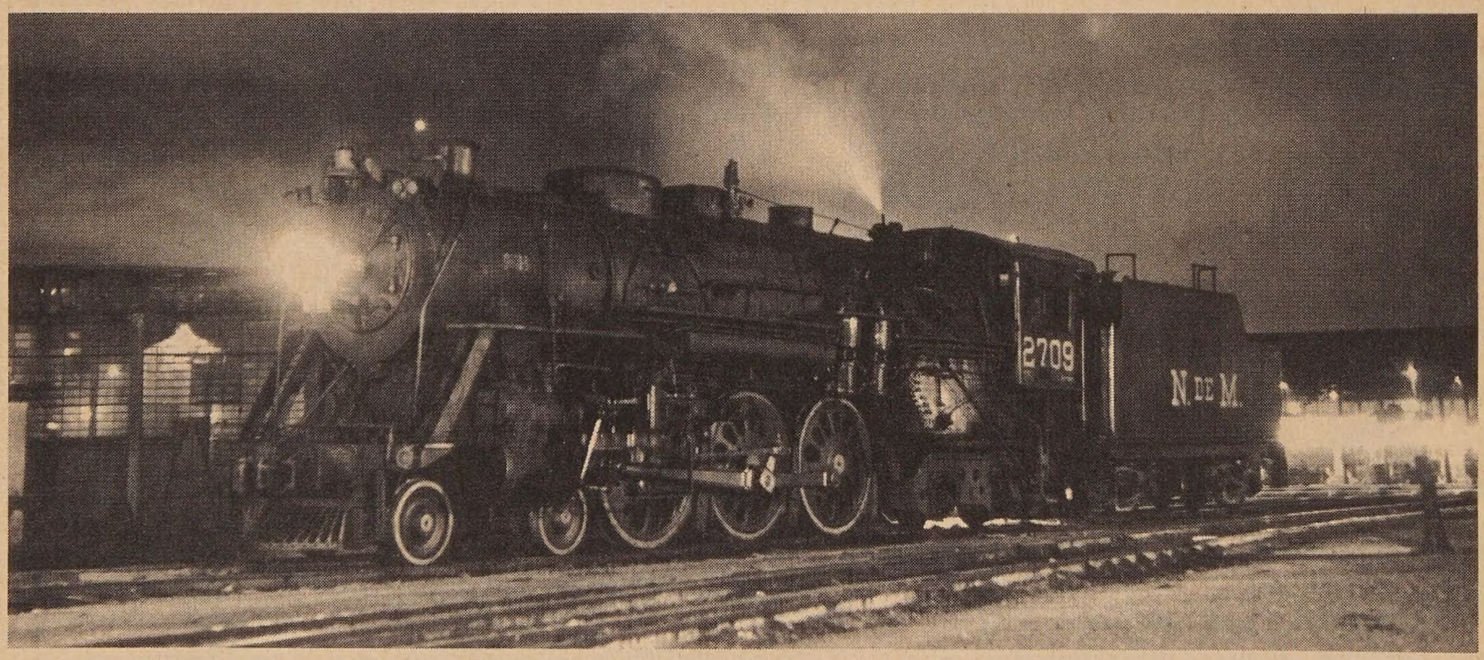
You can still find some steam on main line of the National Railways of Mexico, but this photo of a Hudson type at the Valle de Mexico enginehouse was made in July, 1961, when 4-6-4's were hauling NdeM's finest passenger consists.

Photo by Bud Rothaar,
757 Pierpont Street,
Rahway, N.J. 07065



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You Are Needed Now To

INVESTIGATE ACCIDENTS

NEW CAR, TOP PAY, PLUS EXPENSES

NO COLLEGE . . . NO EXPERIENCE, yet there are sharp young men today stepping straight into one of the hottest lifetime opportunities in the country. They are getting great career jobs as staff Accident Investigators. And the payoff is terrific:

When you work as a staff Accident Investigator, you typically get a new company car furnished. You get top starting salary with all expenses paid. You get free insurance. You get a chance for frequent raises and promotions.

And, you get action! You're outside and on the move most of the time. You meet new people every day. You perform a vital, professional service, but do no selling. You're free of the dull low-pay routine—on your way to a bright, secure future in a big-money industry.

BOOMING, EXCITING, SECURE

Think of this: $19 billion was spent last year to investigate and settle accidents. That's three times more than the cost of our space program! Some 22 million accidents had to be investigated and settled for insurance and other companies. And, it gets bigger every month. The accident rate goes up and up. That means big opportunity . . . solid security . . . an exciting, unlimited future for the trained man.

How do you train? How do you break into this booming field? The key for hundreds of men has been Universal Schools of Dallas. For 18 years, Universal has been the leader in training and placing men in this big-money industry—most of them men with no college or experience.

"A WONDERFUL JOB"

Bill Ruhnke, 27, was a warehouseman when he started Universal's program for success. Soon he was an Accident Investigator at **"an immediate 40% increase in salary." Now he's a supervisor in St. Louis.**

John Dubreuil, 20, Landover, Maryland, reports, **"A 25% increase, plus $125 a month car allowance."**

Ray Furr, 27, writes about his Accident Investigation job in San Antonio: **"My salary is $100 a month more than my last job and this is only the start. I should double my old salary in one year. This is the result of Universal's course and recommendation—a wonderful job."**

Dick Baden, 26, former truck driver from Napoleon, Ohio: **"Fine salary, expense account, a car, many other benefits. I highly recommend Universal."**

These are just a few of hundreds of men who have stepped into professional careers with the help of Universal. Obviously, men with some college or related experience have an advantage, **but the fact remains that 8 out of 10 men trained and placed by Universal had neither.**

FREE BOOK TELLS THE STORY

You can follow the lead of successful Universal men with no risk! You can train now for this high pay, action career right in your own home and in your spare time. You can qualify for Universal's free placement service. And it's so easy. No need to change jobs. No need to attend classes. No big investment. No equipment or supplies to buy.

Get the full story now! Send right away for Universal's free book of facts. No obligation. No salesman will call. You have no risk; nothing to lose. But hurry. The need for men is urgent right now. Today, mail coupon or card for free book to Universal Schools, 6801 Hillcrest, Dallas, Texas 75205.

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Please send my free book on opportunities and earnings in the Accident Investigation field. I understand there is absolutely no obligation and that no salesman will call on me.

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____

THE MAIL CAR

where editors and readers meet

Clyde L. Parent painted cover picture.

OUR cover painting shows a Spokane & Inland Empire interurban train, with No. 10 on the head end, making dockside connection with the Red Collar Line's steamship Idaho at Coeur d'Alene, Idaho, in 1906, the year this magazine was founded. The train, known as the *Shoshone Flyer,* connected daily with the steamers, which took passengers to and from Wallace, Wardner, Burke, and other Idaho points. The rail line later became the Spokane, Coeur d'Alene & Palouse, was taken over by the Great Northern, and ended passenger service about 1940, many years after the boat trains had been discontinued.

The painting was made by Clyde L. Parent, age 52, W. 4216 Sanson Ave., Spokane, Wash. 99208, whose father was a Boston & Maine ticket agent. For some years before the demise of the electric railway in the Spokane area, Clyde worked in that city as a motorman and inspector for the Washington Power Co., which ran both city and interurban electric lines. He is now a police radio dispatcher. ●

EXCURSION TRAIN article by Gil Lathrop (Feb. issue) reminded William L. Huston of a romantic episode back in June, 1959. Bill dated a girl with an exquisite face and figure whom his high-school classmates at Detroit, Mich., had elected "Queen of the Prom." Despite sharp competition for her favors, the Queen accepted him as an escort to the annual prom to be held on a Friday evening in the then-new Ford Auditorium in Detroit.

Naturally, Bill was proud. While he and the radiant girl, both in formal dress, were on their way to the prom, they stopped to look at a steam-powered Grand Trunk Western train, from which curled a wisp of smoke, standing in the railroad yard. Distant spotlights cast an eerie glow on the scene. A pale moon climbed the sky. Somewhere in the semi-darkness a switching engine was bumping into cars. The teen-agers were fascinated.

"We got talking with the engineer," recalls Bill, whose present address is 2135(c), P.O. Box 35, Terre Haute, Ind. 47808. "He said the Michigan Railroad Club had chartered the train for a special week-end excursion to Alliance, Ohio, leaving Detroit at 11:30 that night and returning Sunday noon. Such a trip would be much more exciting that a high-school affair; so I asked my date, 'What do you say we chuck the prom and ride the steam cars instead?'

"Her eyes lit up. She nodded yes, with a smile, and I won't say whether or not I kissed her saucy red lips. We talked a while. Then we phoned our parents. After some coaxing, we got their consent. So we boarded one of the Pullmans, still in formal garb, without even a toothbrush by way of baggage. We must have been the best-dressed couple on the whole train.

"Some fellows who attended the prom were sore at having been deprived of their Queen's presence, but I couldn't care less. She and I, close together on the long ride, had a wonderful time, almost nine years ago." ●

OVERSEAS. In *Along the Iron Pike* for January, Joe Easley pictured an 0-6-0 steam engine, built in 1868, which "at last reports was switching Barcelona docks for Spanish National Railroads." She is no longer there, according to YN3 Gary W. Zeitler, USN, Staff Comservron Six, FPO New York 09501, who writes: "On a recent visit to Barcelona with the Navy, the only engines I saw switching in that area were side-rod diesels."

Also in our March issue, the photo of a switch-stand covered with bees recalls an incident that happened the other day at Victoria Station in London, England, Passengers awaiting trains were astonished by a loudspeaker announcement calling for a bee-keeper. An estimated 40,000 bees had escaped in the brake van (caboose) of the Newhaven boat train. No eager bee-keeper came forward—so the car was shunted into siding to wait for someone to lure the bees back into their hives.

A British Railways coachbuilder engaged in overhauling a coach found two birthday cards which had been hidden for seven years in the upholstery of a first-class compartment.

Italy's state-owned railway agency announced its train timetables, starting with the 1968 summer edition, will be printed in Esperanto along with the customary Italian, English, French, German, and Spanish. Esperanto is a phonetic language, devised in the 19th Century by some internationalists.

An injured swan on the track near Henwick, England, delayed a Worcester-Hereford train 42 minutes until police removed the graceful bird. In the U.S.A. just about the same time, a mare named Kitty Hawk was being led across a Louisville & Nashville Railroad trestle at Memphis, Tenn., when her legs slipped through spaces between the ties, delaying a passenger train and a 100-car freight.

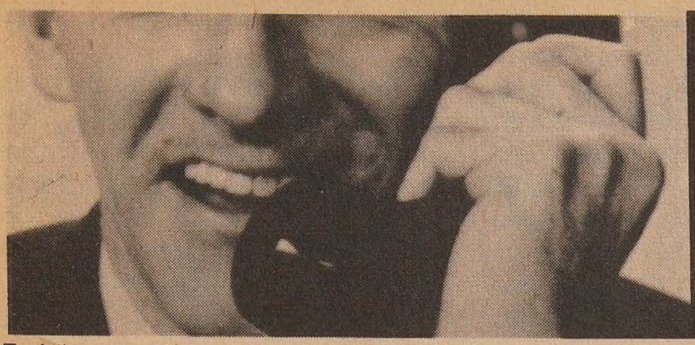
Japanese railroad workers recently staged a 4-day work slowdown to protest plans to remove assistant engineers (firemen) from locomotives.

A car breaking loose from a British train leaving London the other day sparked a major alert at Scotland Yard. It carried $48 million in banknotes. The last two cars of a London-to-Liverpool express broke their coupling at Willesden Jet. in the suburbs and coasted to a halt. One car carried the cash. The three guards stood sentry duty while railway employes called Scotland Yard. Police cars arrived to reinforce the guards until a spare locomotive could be found to tow the two cars to a siding for repair of the coupling. Then they went on to Liverpool as a special train. ●

ALTHOUGH Pennsy and New York Central officials are jubilant over that part of the court ruling which finally permits a merger of those two great roads, they are somewhat less than happy at the prospect of being obliged eventually to add the New Haven Railroad to the huge Penn Central system.

In the West and Midwest, too, all is not pleasing to railroad officialdom. The

WHEREVER THE GOOD JOBS ARE... WHEREVER THE BIG MONEY IS, EMPLOYERS SAY:



"SEND ME AN NTS MAN!"

Today, more than ever, the NTS-Trained Man is in demand. He has all the qualifications for a better job. He earns more money... industry needs and wants him, because NTS training is *ACTIONEERED*. It's specially planned to help you learn quickly, easily. All courses are shop-tested, home-study designed, industry-approved. And, you enjoy learning while you prepare for the great opportunities that are always open to the "NTS Man." The four big career fields shown below are the fastest growing in industry today! See the coupon for complete list of courses.

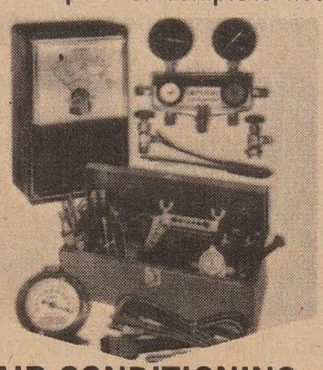
ELECTRONICS DIVISION

NEW 25" Color TV

NEW KITS! MORE KITS—with nearly all the electronics courses. 25" color TV kits included in color TV courses. No kit deposits. No extra cost. All new Communications course and Industrial Electronics course—most advanced in their fields. Check coupon for choice of Project Method Courses and new Free Color Catalog.

AUTO-MECHANICS DIVISION

If you live cars, make cars your living! NTS gives you the technical training to become a skilled Mechanic fast in any one of four Automotive fields. Professional Tools and Equipment come with all NTS Mechanics courses at no extra cost; no kit deposits. Service your own car... repair others, and earn while you learn.



AIR-CONDITIONING
Refrigeration Division

Air Conditioning and Refrigeration Technicians are needed now. NTS gives you the practical skills that pay off big! Learn to handle home and industrial work—start your own business with either of the two courses in this division. You get the Tools, Tester, and equipment you need at no extra cost; no kit deposits.

HOME APPLIANCES DIVISION

Get the Home Appliances "know-how" fast...then get in on the big money! All 3 up-to-date courses include Equipment Kits, Tester, Tools. Courses are designed for easy learning, quick results. Set up shop soon for full-time or part-time income. Earn while you learn. Be a Master Technician, or Handyman. Check coupon below.

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National offers accredited high school programs. Take only subjects you need. Study at your own pace. Everything included at one low tuition. Check special High School box in coupon for full information and FREE catalog.

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CHECK ONE ONLY!

Please rush FREE OPPORTUNITY BOOK and SAMPLE LESSON on course checked.

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- ☐ Color TV Servicing for Qualified Technicians
- ☐ Master Course in TV & Radio Servicing
- ☐ Practical TV & Radio Servicing
- ☐ Master Course in Electronic Communications
- ☐ FCC License Course
- ☐ Industrial & Computer Electronics
- ☐ Stereo, Hi Fi & Sound Systems
- ☐ Basic Electronics

AUTO-MECHANICS DIVISION

- ☐ Automotive-Diesel Master Course
- ☐ Automotive Mechanics
- ☐ Diesel Mechanics
- ☐ Engine Tune-Up and Electricity

AIR CONDITIONING REFRIGERATION DIVISION

- ☐ Air Conditioning, Refrigeration & Electrical Appliances Master Course
- ☐ Air Conditioning-Refrigeration Servicing Course

HOME APPLIANCES DIVISION

- ☐ Home Appliances Master Technician's Course
- ☐ Home Appliances Servicing
- ☐ Handyman Appliance Repair

HIGH SCHOOL DEPARTMENT

- ☐ High School at Home

(Dept. 209-38)

NAME_____ AGE_____

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CITY_____ STATE_____

Fill in Zip Code for fast service _____

- ☐ Check if interested in veteran training under the new GI Bill.
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PART-TIME or FULL-TIME

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Michael Kent

ART TALENT SCOUT

SEND THIS COUPON FOR FREE ART TALENT TEST.

ART INSTRUCTION SCHOOLS
Studio 8F-1510
500 S. Fourth St. • Minneapolis, Minn. 55415

Please send me the Art Talent Test without cost or obligation.

Name_____

Occupation_____ Age____

Address_____ Apt.____

City_____ State_____

County_____ Zip Code_____

Accredited by the Accrediting Commission of the National Home Study Council. Approved for Veterans Training.

Interstate Commerce Commission has postponed "until further order of the Commission," the effective date of merging the Great Northern and Northern Pacific and Burlington with three smaller roads, the Colorado & Southern, the Fort Worth and Denver, and the Spokane, Portland & Seattle. The ICC approved this giant consolidation last November, setting the effective date as Jan. 19th, this year. That date was cancelled in response to a petition filed by the Denver, Rio Grande & Western for reconsideration of the decision.

While the Rio Grande wants the case reopened, the Milwaukee Road requests the deletion or modification of a complex traffic condition that the ICC imposed on the merger. The UP maintains that granting the Milwaukee Road access to Portland, Ore., in connection with the merger would cost the UP $1,770,000 in annual revenue. The Soo Line wants the CB&Q to keep open its Twin Cities gateway as a condition of the merger. ●

PERSONALITIES. Gregory S. DeVine does many things in double measure. He is president of two railroads, the Chesapeake & Ohio and the Baltimore & Ohio. He maintains two homes, one in Cleveland overlooking Lake Erie at 11610 Harborview Dr. and an apartment in Baltimore. Md., and each home has two bathtubs. He loves two women named Ursula, his wife and his daughter. The DeVines also have two married sons, Barry and Jon, and two automobiles, and "Greg" has two sets of golf clubs. So says Julian Griffin in *The Cleveland Press.*

"When Albert Whittle retired from British Railways after 50 years of service," reports *Trainman News,* the Brotherhood of Railroad Trainmen's magazine, "his farewell gift was a cup of tea and two cookies. That's a cup of tea and two cookies more than many U.S. railroaders get from carriers after 50 years on the job."

The man who did the most for the railroad industry in 1967, according to *Modern Railroads* magazine, is William B. Johnson, 49, Illinois Central president since March '66. A panel of transportation experts picked him. Close runners-up were John W. Barriger, M-K-T president, and J. E. Gilliland, chairman and president of the Frisco.

Locked in a sealed mail car for 48 hours, James Brown, age 27, of New York City, carrying a suitcase, told a railroad bull in Cleveland, Ohio, that he had boarded the train at Rochester, N.Y., and was trying to get to Boston.

Who is America's oldest retired railroader? Certainly not Bill Knapke, retired SP conductor of Tucson, Ariz., who is only 98½ years old. Topping his age, John Johnson of Milwaukee, will be 108 this May. John was 76 when he retired from the Milwaukee Road as a locomotive engineer in 1936. He had worked 12 hours a day, seven days a week, for most of his 55 years with the railroad. The Milwaukee asked John to come back to work during World War II, when he was already past 80, but he turned down the job offer. ●

MOST of the major railroads in the West must divulge for the first time the names of their 30 largest beneficial shareholders and the size of their holdings. ICC hearing examiner Nathan Klitenic has issued such an order.

Previously, railroads had to file annual reports with the ICC listing their 30 largest owners, but such lists were made up mostly of so-called "street names" or nominees at banks and brokers, and didn't indicate the actual beneficial owners of stock. In issuing the new request, Mr. Klitenic told the roads that "street names are unsatisfactory" and "parties shall file the names of the beneficial owners." ●

BRIEFLY SPEAKING. Thomas M. Goodfellow, president of the Association of American Railroads, says the rail industry will renew a concerted drive for legislation permitting the railroads to diversify into sea and air transportation. The Santa Fe Railway has already diversified into pipelines. It is laying a $2 million pipeline between Amarillo, Texas, and Clovis, N.M., to be operated as a common carrier by a wholly-owned subsidiary.

In the hopper of the U.S. Senate is a bill to take away from the ICC authority in rail mergers until Congress can set up standards to insure protection of public interest. Seven senators joined in introducing the bill.

The Association of American Railroads has adopted as its industry-wide standard the Sylvania automatic car-identification system. This system, developed and produced by the Commercial Electronics Division, instantly pinpoints the location of any freight car in the country through a sophisticated scanning device that reads multi-

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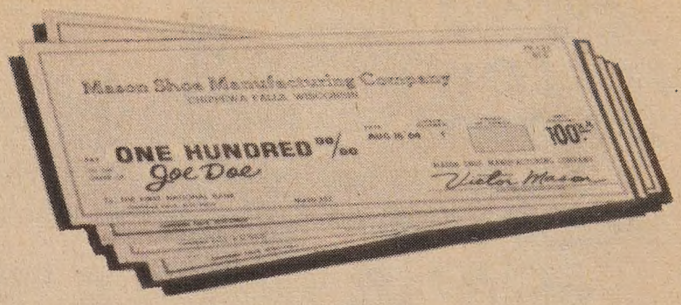

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A non-railroad thought for the month, by George Bernard Shaw: "Some people see things as they are and ask why. I dream of things that never were and ask why not."

The Illinois Central and the Gulf, Mobile & Ohio have agreed to merge, subject to approval by their stockholders and the ICC under the name Illinois Central Gulf. It would be as hard getting used to such a name as it was getting used to the name Seaboard Coast Line. We think the combined Atlantic Coast Line and Seaboard Air Line should be called "Atlantic Seaboard Line."

The Reading has warned the State of Pennsylvania that it will seek to discontinue all its passenger service and "drastically curtail" freight operations if state support money for its rail commuter service is not authorized by the current Legislature.

"We have bought a German 0-4-0 steam loco, built by Henschel, that J. Valesh advertised in *Railroad Magazine* a short time ago," writes William A. Bauer, 127 Parkway Rd., St. Marys, Pa. 15857. "She is just about rebuilt and we hope to run her this summer. We are getting two former Pittsburgh, Shawmut & Northern cabooses. We plan to rebuild them also and use at least one in connection with the NRHS chapter proposed for St. Marys." ●

A "DELIBERATE and systematic effort" to discourage long-distance passenger business is being conducted by the New York Central and the Pennsy, according to Anthony Haswell, executive director of the National Association of Railroad Passengers, who sent this complaint to the U.S. Department of Transportation, the ICC, and state regulatory bodies.

"When the Central dropped the famous name *20th Century Limited* from its top New York-Chicago train, wide publicity was given to deletion of the name, to the increased running time, and removal of the observation car," Haswell writes, "but little publicity to the fact that the train would still operate, using a number instead of a name. Signs in Grand Central Terminal failed to mention that through service was continuing. New public timetables do not list such service. As a result, many people are unaware that the Central still operates a through Pullman between the two cities.

"When the Pennsy announced on Dec. 12th that it was consolidating its all-Pullman *Broadway Limited* with the *General,* maximum publicity was given to the addition of coaches and the lengthened running time. Little was said about the retention of sleeper and diner services. For the preceding month, the Pennsy had refused to accept reservations on the *Broadway* beyond December 11th. How many passengers were turned away because of this is something that only the company can answer, if it will.

"It is our firm conviction that these two roads wished to create the impression that there would be no more through service between New York and Chicago, or at the very least, that the remaining service would be mediocre, unattractive, and not worth patronizing. By such tactics the companies apparently are seeking to build a case before regulatory authorities that hardly anyone rides the trains any more and they should be dropped."

Says *Railway Age:* "There are those who insist that the *20th Century Limited* was brutally done in by a management more interested in profits than people. That is far from the truth. The *Century* died of neglect, and whatever shame attaches to her passing must be borne by her legions of foul-weather friends—those jet-age Johnnies who took to the air when the skies were sunny and who returned to earth and to the *Century* only when airports were fogged or snowed in. These 'snowbirds', as they are known in the trade, were often heard to remark sadly that the *Century* wasn't the train she used to be. Had they been regular patrons of the *Century,* they would have known why this was so. When the planes were flying, the *Century* often resembled a ghost train. The view of the Hudson River at twilight was as splendid as ever—but there were few in the observation car to admire it. There were, to be sure, a hardy few who would travel between New York and Chicago no other way. But what they paid for their tickets was not always enough even to meet the crew's wages."

Gerald Newman tells us that on its last run from New York as an all-Pullman train the *Broadway Limited* consisted of GG-1 locomotive 4912 and these cars: W-6, *Conewago Creek;* W-5, *Kankakee Rapids,* diner 4620; kitchen-dormitory 4621; W-4, *Imperial Hills;* W-3, *Kaskakia Rapids;* W-2, *Lehigh Rapids,* and observation car W-1, *Mountain View.* ●

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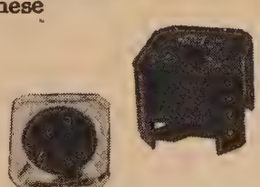

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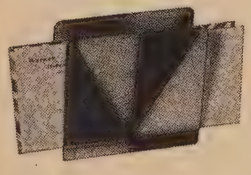

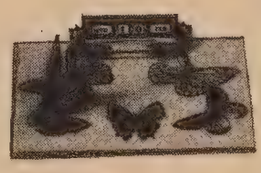

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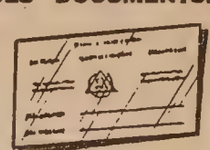

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Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

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Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

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Question: **Is this something new?**

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Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

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Photographs of the Month

Dave Wilkie, 595 Leaside Ave., Victoria, B.C

Wide Shay on narrow track: Cowichan Valley Ry. double-truck, narrow-gage No. 1 was formerly Osborn Bay Wharf's standard-gage sidewinder. Here she is last September chugging upgrade on Vancouver Island's Cowichan Valley Forestry Museum railway.

Canadian National No. 5610 pulls out of her stall and onto the turntable at Haliburton, Ontario, one summer's day in 1956. These facilities have gone the way of the locomotives they served, but sharp pictures such as this one preserve their memory.

Paul Ziegler,
52 Yorkview Drive,
Toronto 18, Ont., Canada

The strike which would compel cancellation of passenger service was still in the future as Florida East Coast's *City of Miami* rolled through Titusville, Fla., in '61. Capt. August W. Schell, Jr., 4113 Barrett Dr., Stewart Terrace, Newburgh, N.Y. 12550

This spectacular night shot is rare because it shows both New Hope & Ivyland locos under steam at once: 4-6-0 No. 1533, former Canadian National, and 0-6-0 No. 9, former Virginia Blue Ridge.

Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J.

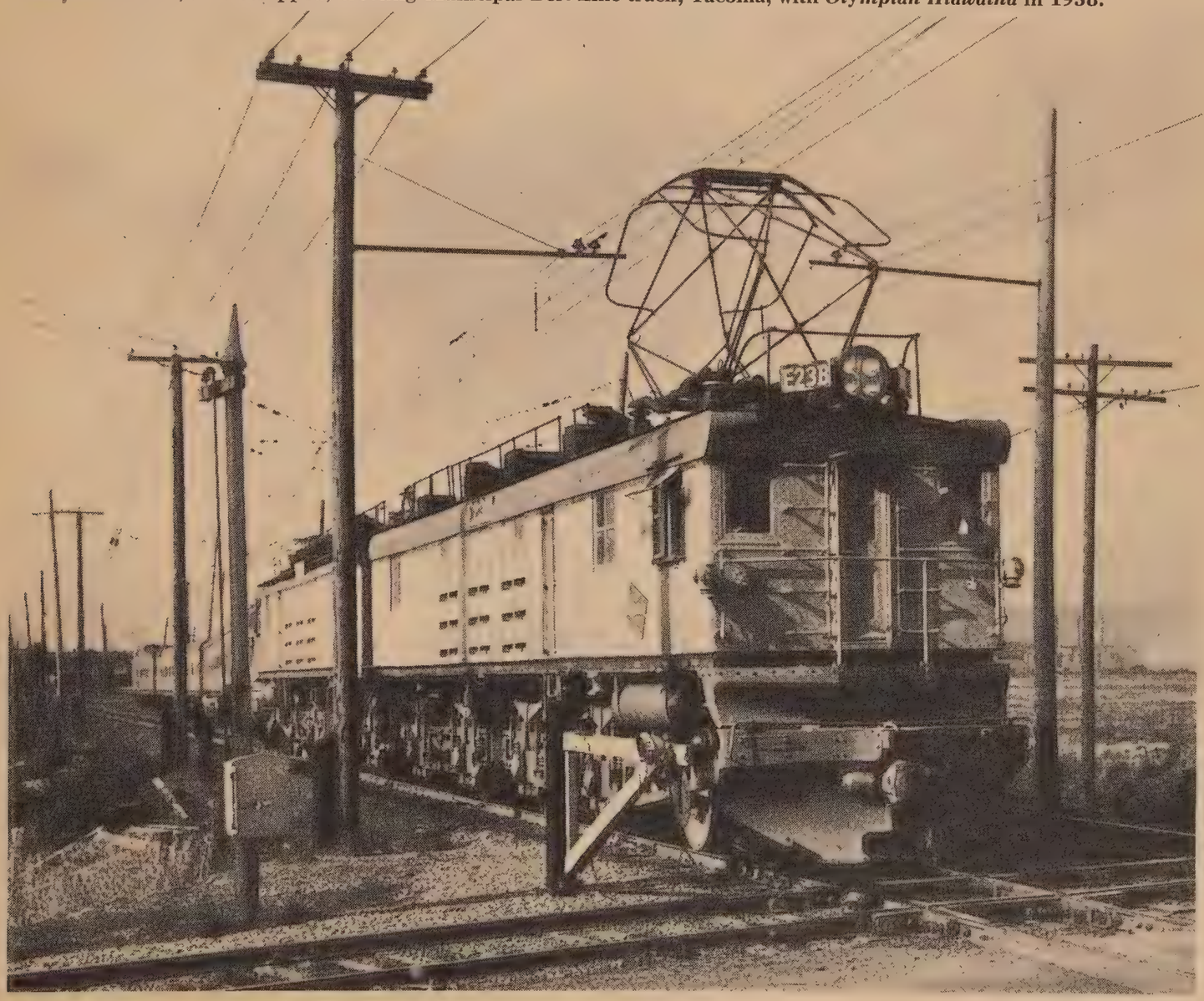
How *not* to act on railroad property: we don't know who was responsible for having Glenda Dillard, a model in a fashion show at Knoxville, Tenn., depot last September, walk on top of a rail, but we advise against this practice, which could be dangerous. Louisville & Nashville Railroad

Pennsylvania K4s No. 5406 had been much modified and was nearing the end of her career when she paused at South Amboy, N.J., in Nov. '56.
Photo by David Plowden

"Carscope" is the name of Milwaukee Road's car-reporting center, where a new IBM computer system speeds up tracing of freight cars. (Below) Employes in the foreground use typewriter-like enquiry machines through which information about car locations can be obtained from the computer. Files on the circular revolving table contain individual train lists and other data from the computer. (Right) Numbers on video screen inform tracing clerk Marjorie Krischak of freight car locations.

W. Wilkinson, 4423 N. 11th St., Tacoma 6, Wash

CMStP&P E23B, now scrapped, crossing Municipal Belt Line track, Tacoma, with *Olympian Hiawatha* in 1958.



Logging Woodburners in Mainline Service

by E A. "Frog" Smith

OLDTIMERS, like myself, recall seeing woodburners blaze their way over high iron on big railroad systems, especially in the Deep South, where this practice lasted well into the present century. Some of the woodburners that ran on mainline steel were privately owned by lumber operators, and this business helped to keep the common carriers going.

One foggy morning in 1923, when I was a young fireman, I saw what may have been the last logging engine to run on mainline rails in Georgia, if not in the entire country. She was a scarred 4-6-0 woodburner — no doubt she'd been trim and handsome in her best days—shuffling down the main stem of the South Georgia Railroad, pushing a long string of logging trucks into the wilderness area of Okefenokee swamp. She had no pilot, headlight, nor flagman, but such assets would not have been of much use on that run, since the cars were rumbling ahead of the engine. She was making perhaps a dozen miles per hour as she shoved the train blindly and almost silently into the white miasma that overhung the marsh.

I had ridden the cushions on the Seaboard into Greenville, Florida, arriving about 2 a.m. and intending to catch a train from there to Adel, Georgia. However, the Greenville station agent said I'd have to wait eight hours or more for the next train. It was then too late for me to look for a room in the small town, and the mosquitoes had squatters' rights to the little depot waiting room. I had no baggage. Rather than muss up my only suit of clothes by sleeping in the sawdust at Betts' sawmill nearby, I decided to walk a few miles, see as much of the locale as I could through the fog, and then grab my train at a flagstop further on.

So I wandered along the ties for a few miles. Magnolia and honeysuckle scented the damp air, birds sang in the trees, and saucy squirrels barked at me from atop an ancient split-rail fence beside the right-of-way. Around the time the sun began struggling through the fog I heard the rails humming, and then a ghostlike train came by. I didn't see it until the cars were almost on top of me. It was the log train from Rountree's mill on the South Georgia Railroad, the road that linked Greenville with Quitman, Georgia. Rolling quietly over the dew-wet rails, those cars could have sneaked up on a sleeping cat. They constituted a danger on the high iron, but such trains were common in the days of big timber in Dixie.

Stepping aside just in time, I watched the cars slide by, and as the 4-6-0 showed up I waved a friendly greeting. Both men in the cab waved too, but not at me. No doubt, to them I was just another hobo. They waved at a young woman milking a cow in a pen near a small farmhouse. Being somewhat of a skirt-chaser myself, I strolled over to the house and spoke to the girl. She turned out to be a married woman and thus not fair game. However, she quenched my thirst with a drink of cold well-water and gave me a hot breakfast, so I went away happily.

Rountree Lumber Company, I learned much later, was listed in *Poor's Manual* as owning several miles of rails in another Georgia county, besides which it had trackage rights over the South Georgia line. Another outfit that used to be listed in *Poor's* was McDonald Lumber Company, which continued to run log trains over the Brunswick & Western (now, like the South Georgia Railroad, part of the Seaboard Coast Line) until after the turn of the century. With the closing of McDonald's mill, the mill-town's name was changed from McDonald's to Axon, and the company began renting its locomotives to other sawmills.

One day in 1909 I was firing the boiler of a country sawmill beside the Georgia Southern & Florida (which later became the main line of the Southern Railway between Macon and Jacksonville) when a moving shadow caught my attention. I looked out of the cab to see an aged eight-wheeler with a big balloon stack, four six-foot drivers, and damn little else, stopping on the main line. Knee-high lettering on her tank identified her as the property of J.J. McDonald, and she carried neither caboose nor flagman. I never did learn how she had escaped captivity in Tifton, but there she was at Stutts' sawmill, 13 miles out of Tifton and 33 miles from Valdosta. Leaving his fireman with the engine, the hogger grabbed a battered tin coffee pot and

Louisiana Long Leaf Lumber Co. 2-6-2 No. 7, a woodburner built by Baldwin in 1907, was in service (and burning wood) until last Sept. 15th. Seen at Fisher, La.
Mac Owen, Box 455, Kemah, Texas 77565

Dowling-Camp Nos. 103 and 10 doublehead 52 cars of lumber to Seaboard mainline at Tamiami City, near Ft. Myers, Fla.
Ernest A. ("Frog") Smith, 219 Hubbard St., North Fort Myers, Fla. 33903

This 1907 Vulcan 0-4-0T with tender once served Dantzler Lumber Co. in Florida, then Walker Scrap Metal dealers.
Photograph by S. M. Darling

trotted toward the sawmill to borrow a quart of cylinder oil to make it into Valdosta, Georgia. Engine crews often did such things in those days.

ANOTHER concern in the Deep South that ran trains over a mainline was the B.B. Gray Lumber Company of Pinebloom, Georgia, which *Poor's Manual* listed as having ten miles of track in 1889 and was associated with Gray & Getchell of Leliston, two miles east. The *Manual* credited G&G with a dozen miles of logging road in 1889. But in the early 1900's both roads owned many times that mileage.

One hazard of logging over mainline rails was the insufficient number of sidings. For example, a turpentine man or operator of a small sawmill would order a car spotted at a certain point of the main, whereupon a freight would haul it behind the caboose and leave it there. The car would then be loaded, meanwhile standing on the main without flag protection. A passenger train coming up from behind would then shove it to the next sidetrack and sometimes shake up the passengers by dropping it into the siding with a "flying switch."

I recall the morning when a boxcar was spotted on the Brunswick & Western mainline to be loaded with rosin. Before the naval stores crew arrived, the Waycross dispatcher, who knew nothing of that car, gave Gray Lumber Company's log train, with engine No. 4, running lights on the main, and the engineer did the rest. I remember that the hogger, John Yon, put the 4-spot into the boxcar and a goodly portion of the pole-coupled log trucks on top of it.

With logging roads running out of Pinebloom north and south, Bennie Gray got the idea of creating a mainline of his own. He obtained a charter for the Ocilla, Pinebloom & Valdosta and, although he had no mail car, landed a post office contract. An unlicensed log-train engineer who had never even applied for mainline examination carried the mail in the cab of a rusty 4-4-0, his first run being between Pinebloom and Lax, 12 miles.

It was an exciting era, whether you hauled "Paul Bunyan's toothpicks" on a mainline or ran a mail train on a logging road. One frosty December morning in 1897 the mailman-engineer, my father, a mild young fellow, backed out to Lax and tried to carry the pouch into the general store which also served as a post office. The local bad man, Moe Swilley, huskily built and drunk, stood in the doorway blocking his entrance.

"Let me pass," said Dad. "Can't you see I've got the mail?"

"Damn the mail and you, too!" Moe growled. "I'm gonna give you a lickin'."

"If you do," Dad said calmly, "you'll have the Government on your neck."

The postmaster butted in: "I can't have any trouble here, boys. If you must fight, get outside."

My father dodged past Moe, signed for the return pouch, headed back to his engine. Outside, he met the bully on Lax's single street, down the center of which ran the Irwin-Coffee county line. With his fireman, "Babe" Moore, standing by, Dad advanced toward the challenger, who stood there with an open pig-sticker in one hand. It was either fight or run. Dad did both.

Dropping the mailbag and a box of eggs he was toting, the unarmed man adroitly knocked the knife-arm upward and put everything he had into a bare-fisted right to the head. Moe was out before he struck the ground, and the fence picket that the fireman broke across his back as he sailed past was wasted effort.

Then two or three of the bully's friends joined in. To see Moe lying in the dusty street, across the county line from where he had launched the attack, aroused their anger. With squirrel rifles gripped tightly, they corraled Babe Moore and locked him up. Meanwhile, grabbing the mailbag and leaving the raw omelet on the ground, Dad ran to his woodburner, climbed aboard, threw the mail into the gangway and, without a fireman in the cab, yanked the throttle wide open. The eight-wheeler spluttered into life amid a shower of cinders and condensation, spun her high drivers a few times, and lit out over the 30-pound rails like a singed cat. The hogger ducked low in the tender while rifle shots punctured the wooden cab.

Later, Dad was arrested for assault and battery. Released on bail, he ran the engine to Isabella, where the Irwin County courthouse was located, taking everyone concerned in the case to the county seat. A deputy endeavoring to assure Babe Moore's appearance in court failed to find him. But as the train began backing out of Lax, the much-sought-after fireman stepped out from under a lumber pile and boarded a flatcar coupled by a 30-foot pole to the tender of the backing woodburner. The deputy spotted him, ran to the flatcar, and climbed onto it beside the fireman.

After they had attained high speed, Dad tooted his whistle and crooked a finger at Babe. The latter walked precariously along the long, rounded, coupling-pole back into the engine cab, leaving the law to face the freezing January wind alone for 12 miles. I never could figure out why the court fined Dad $60 for having fought back when attacked while carrying mail.

Logging railroads have seldom been as straight as this steel trail through the tall trees.
Collection of "Frog" Smith

Afterward Dad was sent to another of the company's mills to assure his safety and that of the engines he handled. Meanwhile, Moe Swilley spent a long time in bed. When he recovered, instead of seeking revenge on my father, he traveled 40 miles to thank Dad for having made a man of him; and as I heard the story, he never took to drink again.

BEFORE the Flint River & Northwestern Railroad acquired its name, even before it was a mainline, my Dad wheeled logs over its rails; and as a boy I did something that today would damn near give a brass collar apoplexy: I rode thousands of miles in the cab of No. 87 with Dad and his fireman, a guy named Clem. I remember the time Clem became acquainted with a young blonde named Honey, shapely and provocative, with a well-developed behind, who lived in a log cabin farmhouse just beyond the right-of-way fence. Clem wheedled my father into stopping there whenever we passed the place on the pretext that he wanted to fill the water jug that was kept in the cab. Sometimes he took a helluva long while to fill it because he was making time with Honey.

One day a spring hanger let go and Dad needed Clem to help him lift the engine without a jack—something that all log-train crew men were supposed to know how to do. A block would be set against a crosstie at an upward angle to catch against the side wing at the back end of the engine frame. Then if the hogger was good enough to stop with the back driver in the air, the equalizer and springs would be loose, and keys could be replaced with ease.

Anyhow, while Clem was helping Dad, I went to the blonde's place to fill the water jug and, like a dolt, accidentally dropped the tin bucket into the well. This made Honey as mad as hell. When she bawled me out I ran back to the engine as fast as my skinny legs could travel. By that time the spring hanger had been keyed up with a couple of half-inch rail spikes and Clem was free to go fish the bucket out of the well with a wire hook attached to a fishing pole. What happened then was more fun than a circus.

From a safe distance I watched the fireman stoop over the well and let down the hook. Suddenly the girl's father appeared from the cabin and slammed Clem's rear end with a large chunk of wood. Clem yelled like a stuck pig and ran back to the old woodburner. In no time at all we were on board the 87 and heading away from trouble. That was the last time, to my knowledge, Clem got anywhere near Honey, although they often waved at each other disconsolately. It didn't take him long to find another girl, though.

Many small lines in the Deep South were first built as logging roads and some of them, such as the Georgia Northern, pulled their first "varnish" with ex-logging engines. One Georgia shortline did something I've never heard of happening elsewhere. A logging man named Mitchel Brice of Talloka, Georgia, built a five-mile railroad, and turned it into a common carrier. He bought an obsolete Forney-type steam engine that used to run on one of the New York elevated lines before 1900 and a second-hand wooden passenger coach with three compartments.

With no leading truck under her front end, the old Forney refused to stay on the track when running in forward motion. So the train was coupled onto the smoky end. As a boy wearing my first suit of clothes in 1901, I rode the inaugural run of the line—which, so far as I know, was never chartered. But one thing I won't forget. The engineer was a convict from the stockade in Talloka and even while on duty he wore a uniform and cap with the state's black and white stripes. It was not uncommon in those days for owners of railroads and other industries to use convict labor.

This particular hogger, John Dawson, was a confirmed woman-hater. I often wonder whether or not a female had something to do with getting him sent to the pen. Last time I heard of

John, in 1912, he was drunk and looking for a lumber company superintendent named Gunn with a .41 derringer. Whether or not they met I can't say, but I do know that he dodged the sheriff by riding the blinds out of town on a Seaboard train and died later in Lakeland, Florida. I know, too, that John was the only hogger on the South Georgia road who could keep the old Forney on the rails.

Usually the mainline crews cussed the log-train hoggers for being in their way, but not always. When construction of the Birmingham, Columbus & St. Andrews was started between Chipley, on the Louisville & Nashville, and Southport, on West Bay, the promoters' resources gave out at the halfway mark. The other half, from Buck Bend into Southport, was the logging road of Sale-Davis's huge mill on the bay.

Logging trains had the edge by owning half the road, but about the worst wreck and delay by a Sale-Davis crew occurred when hogger Owen Spells and fireman Bob Smith were wrestling over a cigar across the boilerhead and crashed head-on into the rear of the mainline log train. Spells reversed the work-train dinkey and jumped. The dinkey held the rails and ran under a couple of cars before she stopped, and then started backing up. Her crew had to scramble out of the palmettos that grew beside the track and outrun her.

ONE of the BC&StA's problems was a Lima-built Shay owned by the Williams-Lee Lumber Company of Washington, a few miles out of Chipley. The mainline crew never hurried when their orders read "Watch out for log train." All too often they had to shove the Shay back home. There came a time, though, when mainline engine No. 22, a high-wheeled ex-L&N passenger-hauler, was ditched 25 miles above Southport. No other mainline power was available on the south end, so a Sale-Davis logging Mogul, the 3-spot, with only steam jam brakes, was dispatched to meet the down train next day and bring the varnish into Southport.

At the throttle was a young fellow hardly out of his teens, eager to make a record for himself. When he coupled onto the four coaches with a link and pin, conductor John Campbell looked for the airbrake that wasn't there, and said: "Take it easy, feller. You have no brakes and I'd rather be late than have a wreck."

"I understand, sir," said the log-train hogger. "I'll run at our usual schedule."

But conductor Campbell knew little about the Sale-Davis men's schedules. It was 15 miles to the first stop, location of the only telephone on the run to Southport. Postmasters at Macom and Greenhead scratched their mailbags out of the dirt as the train flew past. At Riverside the skipper descended on the hogger with a tongue-lashing that brought only a smile. But seeing as he had lopped 50 percent off the passenger train's running time to Riverside, the engineer promised to be more careful on the rest of the trip. Even at that he managed to cut 30 percent off the Varnish's time behind the mainline's engines.

As late as 1944, Dowling-Camp of Slater, nine miles north of Fort Myers, Florida, on the Atlantic Coast Line logged their big mill over the Seaboard Air Line through Fort Myers. By that time inspections had overtaken log engines running on mainline rail, and hoggers could not patch up their teakettles as only they saw fit.

Trouble in the open, such as a leaking valve or loose rod, is easily spotted and repaired, but some problems arose from a source the honest inspector never dreamed of looking into. A case like that, plus a young repairman's eagerness to demonstrate his ability, condemned the finest engine ever to run at Slater. I refer to No. 103, an eight-wheeler that W. H. Dowling, general manager of the Dowling-Camp Lumber Company, bought from the Seaboard in 1938, with Seaboard inspection. Originally she had run on the Charlotte Harbor & Northern. A fine engine she was but with a hidden defect which eventually showed up.

Her main steam or "dry pipe" was weakened from hard water used in her boiler. After two years of active service the dry pipe sprang a leak while coming into Fort Myers and a Seaboard switcher dragged her and her train to Slater Junction, six miles north of town.

Because the engine was needed at once, the master mechanic gave the go-ahead to a young arc welder who thought he could repair the leak. The welder did stop the hole, but the heat of the arc shattered the limewater scale. Without a thick coating of scale to support the walls, the pipe was too thin to stand up under pressure. The 103 was fired up and made one more trip to the woods. At the same place when coming into Fort Myers, the hogger closed the throttle, the pops lifted, the weakened dry pipe collapsed.

Again the switcher took her and the heavy train in tow, but it was her final run—all because of a makeshift repair! The last eight-wheeler to run in South Florida, the 103 should have become a lasting monument to the type of locomotive that built America, instead of being scrapped.

It would fill too much space to list all the lumber companies in the Deep South that logged over mainline rail, or the many hours of overtime that log-train hoggers spent in trying to keep their engines from being condemned prematurely. But that is all in the past, and only a nostalgic dream of the oldtimer. Today there is no more pouring barnyard manure down the whistle pipe to seal leaky flues and staybolts. No more plugging a busted flue with a sapling pole to get her into town, or swiping a section man's track wrench to use as a coupling pin.

Few of us remember the spine-chilling thrill of running at a steep hill with the throttle in your lap, hoping the rusty scrap-pile would stay together until you got to the top. You held your breath and reached for the injector handle as she tipped over the summit, and held onto your hat because you knew the forward surge of the water in the boiler would leave the crownsheet dry. Verily, there must be a Heaven somewhere for the oldtimers who pulled log trains on mainline rails. ●

Cabbage-stacked No. 170 of Dowling-Camp Co. was one of the last of the famous Florida woodburners which brought trainloads of logs out of the Everglades.

Interesting Railfans No. 64:

THEODORE G. WURM

by Freeman Hubbard

WHEN Lieut. Theodore Grover Wurm returned from England in 1945 after four adventurous wartime years in the U.S. Air Corps (now Air Force), bringing with him a charming and personable English wife, Betty, and their infant son Michael, also born in England, he was already a confirmed railfan, writer, and amateur photographer, and soon joined Grahame Hardy in a new mail-order railroadiana business at Oakland, California.

"Ted produced our catalogs, which was quite a feat," Grahame recalls, "while Betty did the general office work. Al Graves, who later became a railroad author, handled the mimeographing, package-mailing, and miscellaneous chores. Bill Pennington, a Western Pacific locomotive engineer, spent much of his spare time turning out Tekrasilk photographs in our little darkroom.

"An excellent worker, Ted kept his nose pretty close to the grindstone for long periods without ever seeming to tire. I often wondered how he did it. During his 5½ years with us his first two daughters were born, Elizabeth in 1949 and Sarah in 1950, which made more mouths to feed than the mail-order setup could afford. (His youngest, Margaret, came along in 1958). When I moved the business to its present location at Carson City, Nevada, in 1951, Ted pulled the pin on us and hired out to a wholesale meat company in Oakland as accountant and office manager, and he has been there ever since."

The Hardy-Wurm partnership put out five books, including three by Lucius Beebe and Charles Clegg: *Virginia & Truckee, Legends of the Comstock Lode,* and *Cable Car Carnival.* Says Bill Tuggle of Alamo, California: "The late Lucius Beebe, bless him, sometimes sacrificed accuracy to literary effect, and the two editor-publishers sneaked into his copy a few corrections which they felt had to be made."

The *Virginia & Truckee* book delighted Ted, for the old V & T was part of his family heritage. "A greatuncle of mine, Jim Savage," he tells us, "topped the V & T engineers' seniority list in 1937 when he retired after 57 years of service. During my summer vacations in Carson City I would meet his train from Reno at 9:30 a.m. and spend a happy hour riding the cab of engine 26 or 27 while Uncle Jim did the switching and took on fuel and water. Although those cabs were fiercely hot, especially in Nevada's well-known

Ted Wurm, 122 Monte Vista Ave., Oakand, Calif. 94611

One hundred miles per hour in Great Britain: a British Railways inter-city express, the 8:30 a.m. from Liverpool, speeds along welded rail through rural Cheshire en route to London, August 25, 1967. The 194-mile run is made in 2 hours and 45 minutes for an average of more than 70 mph. The 3,500-hp. electric locos often exceed 100 mph. for long stretches to compensate for restrictions. A speedy train like this, heavily patronized and punctual, runs every two hours between major British cities.

Ted Wurm has little interest in diesel power except on shortlines. However, one of his daughters caught him observing action on Sante Fe branch at Emeryville.
Photograph by Liz Wurm

summer temperature, they heightened my love of railroading."

For one day, only one day, Ted was a brakeman on the V & T. On that date, June 4, 1938, the road operated its last "regular" train before placing an embargo on freight shipments to Virginia City. Engine 11 was run extra with a single boxcar from Carson to Virginia City and back to pick up gold concentrates. Our subject rode in the cab, the conductor in the boxcar.

Coming from a rail family, Ted was born Jan. 5, 1919, in San Francisco shortly after his father, Theodore F. Wurm, had gone to work at the Southern Pacific's general office in that city. Previously, the "old man" had been employed for five years as traveling auditor for the then-dying Ocean Shore Railway, a steam shortline that ran southward from San Francisco along the cliffs and sand dune. As a baby, Ted rode to beach picnics on that line before it folded up in 1921.

Later, the future Railfan 64 traveled the SP often on his dad's passes, mainly over the picturesque Sierra Mountains to Reno. It filled him with ecstasy to stand on the rear platforms, which were open in those days, watching the railroad actvities—after 1935, always with a camera. A major event in Ted's personal history was buying his first copy of *Railroad Magazine,* then called *Railroad Stories,* in Aug. '35 at a Carson City drugstore. It changed, to some extent, his way of life. That night he stayed up late reading the magazine. Next day he began snapping engine and train pictures with a box camera, specifically the V & T's 26 puffing into town. Thus Ted Wurm became a railfan.

As time went on, he shot photos of the SP, Santa Fe, State Belt Railroad, Sacramento Northern electrics—anything he could find on rails—and even SP ferries churning the green waters of San Francisco Bay. Around that time, too, he made lasting friendships with three other local rail buffs: Doug Richter, Bert Ward, and George Henderson. Those four, intent on their hobby, would meet in Doug's house every Friday night to display and trade pictures and discuss Western railroading.

Meanwhile, he continued to read *Railroad Magazine*—and later, *Trains* also. Among the other factors which commanded his attention were the Golden Gate's fine streetcar and cable-car services. In the early 1930's, despite the Depression, the Market Street Railway built a new line to serve the Richmond area of San Francisco, with powerful, speedy trolleys. That route, No. 31, passed within two blocks of Ted's home. "The work cars," he informs us, "were a joy to behold." Other streetcar lines also ran near the house. Our hero and some of his schoolmates often rode the cars to grammar school, using 2½-cent school tickets and getting free transfers, which they surreptitiously dropped out through the wire gates to friends who needed them.

Ted often traveled on Key System electric trains and ferries to visit relatives living in Oakland. One grandfather's home adjoined an open cut through which operated the Key's Piedmont line east of Broadway in Oakland. "Every weekday morning," Ted says, "we kids would perch beside this cut to watch the 7- or 8-car commuter trains depart for the ferry piers. Now and then an electric loco would spot carloads of coal and lumber at the station just across the way."

Ted must have been a bright and well-behaved lad, for at high school he made the honor roll in all four years. He was also on the track team.

Ted Wurm's family: daughter Liz (19), wife Betty, daughters Sarah (17) and Margaret (10), checking in a new family pet, Sam, who arrived last Christmas.

Ted prepares to take photos of the San Francisco Bay Area Rapid Transit right-of-way under construction. He often finds his bicycle handier than an automobile for getting around, especially to areas that are not easily accessible by highway.
Photograph by Liz Wurm

Around 1935 he began collecting railroadiana—timetables, bits of hardware, and the like. Later he used his dad's passes to take lone but exciting trips out into the sun-baked Nevada desert and joyously rode the Tonopah & Goldfield and SP narrow-gage.

In 1939, while working his way through the University of San Francisco, he amassed about $125 from delivering newspapers, helping a janitor, demonstrating model rail equipment at the 1939 Fair on Treasure Island, and other jobs, and used it to splurge on a July vacation. Almost half of it went for film. With the rest, prompted by reading stories and articles in *Railroad Magazine,* he set out with Bob Gray to visit and ride the Colorado narrow-gages. Borrowing the Gray family's Chrysler, the boys covered 6,000 miles in 31 days. They hit practically every shortline in Nevada, Utah, Colorado, New Mexico, and Arizona, eating 25-cent meals, which in those halcyon days were ample, and storing a locomotive headlight and other souvenirs in the car's back seat. The tour is one of Ted's most treasured memories.

At college he was active in track, glee club, and religion-oriented groups. By majoring in accounting he prepared himself for the job he holds today. His senior thesis was "Analyzing Railroad Tariffs." In 1941 he graduated with a degree of B.S. in Business Administration and with a second lieutenancy in the Army from his concurrent four years in the Reserve Officers Training Course.

On war service in England he became an information and education officer, and photographed double-decker tramcars and some steam. "I even drove double-deckers on evenings and week-ends at Stockport—moonlighting —unauthorized by U.S. forces," Ted confides. "Had some unforgettable experiences with wind-up brakes."

Also in England, he met an intriguing girl named Betty McMean, who was in the British Royal Air Force. Betty is one day older than Ted—pretty, a little above medium height, quite charming, and like Ted, addicted to tennis. It was love at first sight. They were married in June, 1944. Their only son, Michael, born the following year, shortly before they took up residence in California, is now in New Zealand. One daughter is at college; the other two also live at home in Oakland with their parents at 122 Monte Vista Avenue. Family pets include a puppy, a parakeet, and three goldfish.

Ted is an inch and a half short of being a six-footer. His physical activities include hiking, dancing, swimming, water-skiing, and riding a 10-speed bicycle, which help to keep his figure trim and his weight usually around 170. He used to smoke cigarettes but was smart enough to quit that habit twenty years ago. "In the late thirties," he recalls, "I knew many railfans but only one who smoked."

As a railroad buff he is dignified, almost shy. No train pictures are hung on the walls of his home, and he recoils from fantrips that cater to self-conscious hobbyists wearing dungarees, engineers' or conductors' caps, and shirts, sweaters, or coats trimmed with railroad emblems.

"In fact," says Hank Johnston, who was No. 43 of our Interesting Railfans, "it is hard to tell that Ted has been a railfan for thirty years or more unless you discuss the subject with him seriously. But he has a marvelous collection of photographs, all neatly cataloged, and a good memory of events and the ability to write far better than most railfans. I greatly respect his judgment. Ted and I correspond about once a week and get together in person maybe once a year."

Hank tells us that in 1962 when he published his first book, *Short Line to Paradise,* dealing with the Yosemite Valley Railroad, he sent a brochure about it to Ted, whom he did not know then. Ted wrote him a rather curt postcard saying he wouldn't buy it because he didn't think that a book which had only 96 small pages and had taken less than a year to compile could possibly be any good.

"He did not realize, of course," Hank explains, "that *Short Line to Paradise* was not meant to be a comprehensive study of the line but merely a 'tourist-type' publication to be sold at the Yosemite Valley's souvenir shop. I was somewhat taken aback, of course, but was impressed by the fact that Ted took time to write his comments rather than just throw the brochure away. Later, when I started work on my large Yosemite Valley book I wrote to Ted, challenging him to help me, since

I was now going to put out the definitive work he had wanted. He was more than willing to cooperate, and we became fast friends. I can't think of a better fellow with whom to spend an evening.

"Which goes to show that Ted is not afraid to speak his mind. He is articulate, witty, and entertaining. I helped to design *Narrow Gauge to the Redwoods,* written by the late Bray Dickinson and edited by Al Graves and Ted. It is one of the best-selling railroad books in the West, thanks in no small measure to Ted Wurm."

Our subject began writing for publication while in college, for a small local newspaper and the short-lived *Railroad Hobbyist Magazine.* Later, in the Air Force Reserve, from which he retired a few years ago as Lieutenant Colonel, he edited a monthly newspaper for Air Reservists in two California counties, a paper which never missed an issue in seven years and won a national award for excellence. Getting Dickinson's work ready for publication by Trans-Anglo Book took three years. The job called for picking and captioning 200 photos, drawing maps, editing the script, adding several chapters, and compiling a bibliography and an index.

Since 1964, in his spare time, Ted has been working on a book that will tell the story of San Francisco's superb Hetch Hetchy project, which brings clear Sierra mountain water to the city by gravity flow through 150 miles of tunnels and pipes, with no expenditure for pumping. In this writing assignment Ted interviewed more than 200 people: engineers, tunnel men, trainmen, laborers, judges; even bootleggers, bartenders, and so on.

Oral Moore, general manager of the big city's Hetch Hetchy Water Department, persuaded Ted to revise and publish their old Water & Power booklet. This was a tough job, but Ted got a talented girl cousin, Pat Cunningham, who is a design specialist, to lay out and produce the publication—and it is beautiful.

Now and then Ted Wurm produces articles for the *Oakland Tribune* and the *Tuolumne County Historical Quarterly.* He has been represented in *Railroad Magazine* and *Modern Transport* (London).

Ted is a "joiner," a member of the Bay Area Electric Railroad Association and more than a dozen non-rail organizations, a list too long to publish here. Grahame Hardy comments: "It seems that Ted never has a free evening any more. I don't know whether he takes on too much work or is obsessed by a drive to do as much as possible. But his appearance and demeanor are friendly, and railfans like him very much. The Wurms still occupy the house they bought while Ted was working with me. For a while I lived with them and found them to be a happy and well-adjusted family. It is hard to beat Betty's cooking."

Ted is quite a handy man. He does practically all the additions and improvements to their home, such as roofing, electrical wiring, carpenter work, and painting. The other day he finished making new and deeper foundations in the basement—did it all himself, pick and shovel labor, cement-mixing and pouring.

His collection of negatives and color slides, nearly all of his own taking, includes about 60 percent steam railroads, 25 percent electric lines and streetcars, and the rest marine subjects, mainly ferryboats. Nearly all date from before 1950, but he is not particularly interested in diesels. "To me the most enjoyable phase of our hobby," he says, "is searching out and finding old transportation photos." Several recent books include some excellent photos by Ted. His library of railroad and marine books is impressive.

Recently he has been gathering material for possible future books on California dams and waterworks, California highway travel in the 1920's, the logging railways of the northern Sierras, and the life of Michael O'Shaughnessy, a great San Francisco city engineer. As this material turns up it is carefully filed. As office manager and accountant for a wholesale meat company with 30 employees he says he could tell us—but won't—the credit standing of most food-handling establishments in the San Francisco Bay area —restaurants, grocery chains, hotels, clubs, and the like.

Even so, he doesn't enjoy the kind of work he is doing. "It's just a grind," he says. "I'd much rather do writing and public relations."

Photograph by Ted Wurm

A new carbarn which will accommodate eight trolleys was still u nder construction at the California Railway Museum, Rio Vista Junction, Calif., when Ted was a visitor last November. Bamberger No. 400 is at center, Sacramento Northern No. 1020 beyond.

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***Where is the famous red carpet which was rolled out at Grand Central Terminal, New York, for departures of the 20th Century Limited?***

It is now in storage, pending a decision to donate it to some museum. Details have not yet been made public, but we understand it will not be cut up or sold to a private party. As one possibility we suggest the Museum of the City of New York. A similar carpet, used at the Chicago starting point of the *Century*, is owned by Donald Degnan Associates, Inc., 511 Fifth Ave., New York, N.Y. 10017, which offered it to John H. White, Jr., curator, Division of Transportation, the Smithsonian Institution, Washington, D.C. 20560.

"Our exhibit and storage space is very limited," Mr. White replied, "but I would like to have at least a portion of the carpet for our reference collection. It is unlikely that we would exhibit the carpet. From the photograph I would judge it to be 12 feet wide. A segment 15 feet long would suit our needs."

2 ***What do you know about the railroad career of Augustus N. Dickens, brother of the great novelist?***

Gus was employed by the Illinois Central first as a clerk and later as a correspondent in the Land Department at South Water Street, Chicago, from July, 1860, until his death Oct. 4, 1866, at age 40. His body lies beside those of his wife and three children, triplets, in an unmarked grave in Graceland Cemetery, Chicago, while that of Charles Dickens rests in England's most hallowed spot, Westminster Abbey.

3 ***Tell me about Northwestern Pacific engine No. 99.***

Built for a lumber road in 1887 by E. Jardine at a place unknown, this geared engine was bought in 1898 by San Francisco & North Pacific (now NWP) as their 99, becoming NWP 99 when that company was formed in 1907, and was sold in Feb. '10. Throughout her life on the NWP and its predecessor she pulled local passenger trains on the Guerneville branch. The large gear and winch enabled her to haul logs to trackside for loading, for she was a portable steam donkey engine as well as a locomotive. Her engineer used a lever in the cab to disconnect the two-cylinder reciprocating engine from the driving wheels and to connect it by means of gears in the drum shaft.

"The Stindt-Dinscomb book *Northwestern Pacific Railroad* describes all this in detail," comments Gerald M. Best, 511 N. Sierra Dr., Beverly Hills, Calif. 90210, who supplied our photo of 99. "Similar engines were used on California and Oregon lumber roads in early days. Two ran on the Oregon & California Railroad (now Southern Pacific). All were 'home-made' jobs, not built by any regular locomotive builder."

4 ***Has work been started yet on the project of digging a railway and vehicular tunnel under the English Channel?***

No. Construction details are still incomplete, but housing is being sought for about 1,000 French villagers who will have to be relocated by this project. Hardest hit will be Coquelles, Peuplingues, Frethun, and Coulogne, all villages near Calais, site of the French approach to the proposed tunnel. First legal steps toward expropriation and eviction are said to have been taken.

Three financial and engineering groups have submitted proposals for building the tunnel. A joint British-French commission is seeking additional data and preparing recommendations. A decision on which group will get the job is expected early this year. French officials have set 1970 for the start of boring. They say the approaches can be finished by that time and some preparatory work under the channel completed.

5 ***I have a cast-bronze model of the pioneer D&H engine Stourbridge Lion, about 8½" long. Who made it?***

Leon M. Breese, a Delaware & Hudson engineer who retired in 1958 after 48 years of service, made such models about 5 years ago as a hobby. He sold them for $7.50 each, but we don't know whether or not they are still available. (Details in our June '63 issue.)

Collection of Gerald M. Best

All-purpose steam loco: SF&NP No. 99 was self-propelled donkey engine (Item 3).

Norfolk & Western No. 1210, class A 2-6-6-4 type with tender and auxiliary water tank, near Disputanta, Va., in July, 1950.
Photo by H. Reid, 8549 Wayland St., Norfolk, Va., now writing N&W history book

6 ***Are any former New York elevated steam engines still extant?***

Not that we know of. When the els were electrified around the turn of the century, the steamers, most of them less than 20 years old, some much newer, were sold to industrial shortlines and other roads all over the world. Victor Koenigsberg's new *U.S. Steam Locomotive Directory* lists none, but perhaps one or more still exist elsewhere. Does some reader know of any?

7 ***I am looking for an unrhymed poem entitled "Mulligan Stew."***

Look no further. Here it is, written by John W. Stanfield.

There are times
In my restless sleep
I hear the moan of
A lonesome freight;
I feel the cinder sting of
An old coalburning locomotive
And I smell her acrid smoke
As I once more ride
The tops; but . . .

The coalburners are no more;
Their cinders all are cold.
I slowly realize
I have grown old.
Yet the long rails still stretch
Across this,
My beloved land.

What has replaced
The siren whistle's wail
That lured young rebel hearts from
The confining limits of
A tiny prairie town?
To what far land,
By what mysterious manifest,
Has that strange band of men,
The hoboes, gone?
Where now is their meeting place,
Those wanderlust-cursed
Men of my youth,
Who peopled the railroad jungle-land
In those long-ago days?

The mulligan stew,
The bubbling coffee
In an old tin can,
The chicken cooked in patted clay,
And rabbits
Roasted on a wild crabapple stick,
And bread,
Coarse, dry, day-old bread.

I can remember their talk,
The talk of stupid men,
And degenerates,
And philosophers,
And doctors who had failed,
And timid souls afraid of towns,
And the eternal wanderer—
The ever-seeking wanderer,
Talking
Around the jungle camps of old.

8 ***What kind of train was the*** **Dolly Varden** ***and who was Dolly?***

In the 1870's a train running between Providence, R.I., and New London, Ct., on the New York, Providence & Boston (now part of the New Haven system) bore this name. It was one of the very few trains ever named for a woman, others being the *Ann Rutledge*, the *Nellie Bly*, and the *Pocahontas*.

Also, a train unofficially called the *Dolly Varden* was operated on the New York Central's West Side Line on Manhattan Island in New York City. This was an accommodation for employees of the road and the tiny segment of the general public that knew about it (the train was not publicized). It used a route over which regular passenger service had functioned before the original Grand Central was opened in 1871 but which has since been a freight line. For years it carried a jug of fresh drinking water every working day from a spring on Commodore Vanderbilt's rural estate down to his city office. The train ran until the early 1920's, we understand. It was named for a character in a Charles Dickens novel, *Barnaby Rudge*.

9 ***Did the Long Island Rail Road ever run Berkshire engines?***

No. It used 2-8-0's and 2-8-2's but never a 2-8-4 type.

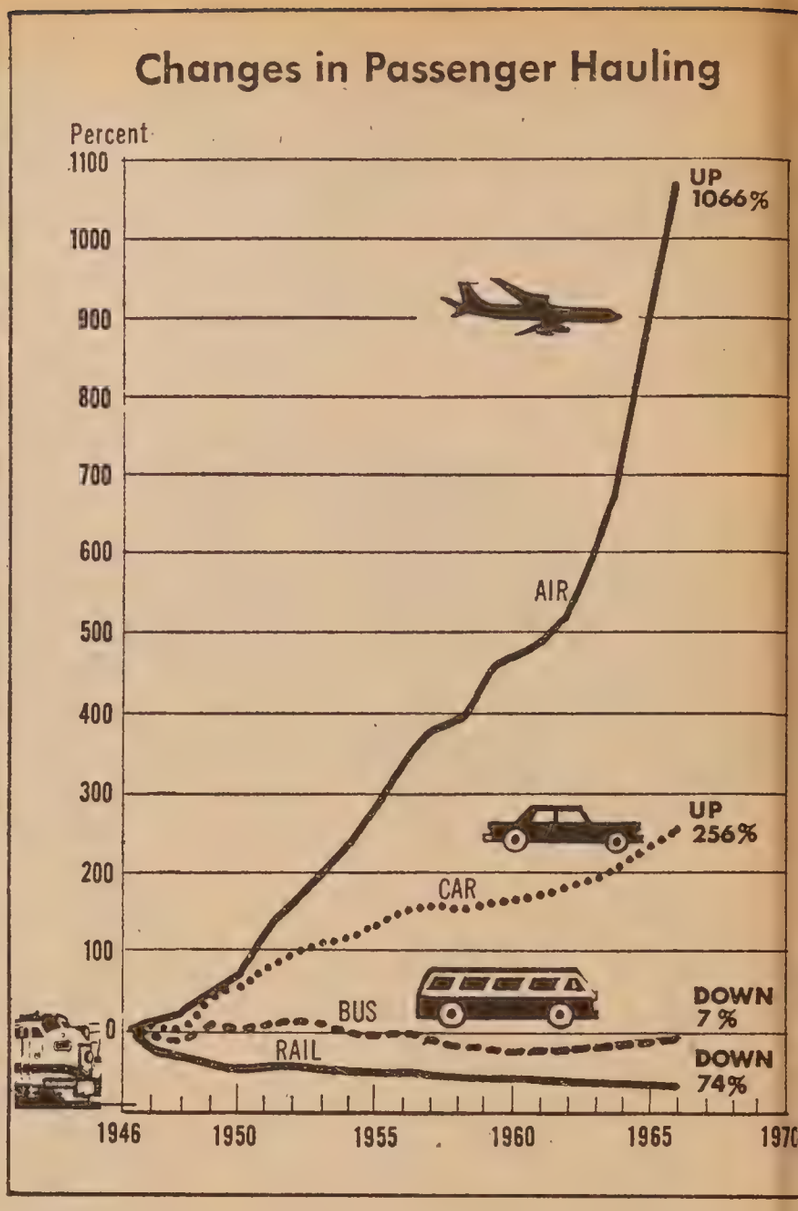
10 ***Give a short history of the Louisville, Henderson & St. Louis Railway.***

Chartered in 1896 as a reorganization of the Louisville, St. Louis & Texas Railway, it was built in Kentucky between Strawberry and Henderson, 137 miles, with a branch from Irvington to Fordsville, 47 miles, since abandoned. In 1905 the Louisville & Nashville acquired a controlling interest in the line, and in 1929 leased it.

11 ***History, please, of two former Presidential cars,*** **Glen Springs** ***and*** **Ferdinand Magellan.**

Built by Pullman in 1927, the *Glen Springs* was originally part of the late lamented *20th Century Limited*. Refurbished five years later, it served Pres-

Some railroad ticket offices are still quite busy, albeit mostly with suburban commuter traffic. Though the wickets have been replaced with glass panes in the Erie-Lackawanna terminal at Hoboken, N.J., the massive stone walls and stained-glass signs retain the atmosphere of an earlier and more leisurely era.
Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J. 07028



Proportion of changes in patronage of various forms of passenger transport since 1946 is illustrated in this graph. Actually the greatest decline in railway passanger-hauling has been in long-distance service; commuter business is still heavy.
Courtesy of Richard Spong, Miami (Fla.) Herald

ident Franklin D. Roosevelt until 1936. FDR slept in drawing room B in the train's center, adjoining small compartments for his wardrobe and his black Scottish terrier, *Fala*. Secret Service men occupied similar drawing rooms at both ends of the car. In 1964 the Omaha-Council Bluffs Railroad Museum (Bill Kratville, manager) acquired the *Glen Springs*. Last November they leased it to local football fans for an excursion to the Nebraska-Oklahoma State game at Lincoln, Nebraska.

Meanwhile, in 1942 Pullman-Standard built the armor-plated car *Ferdinand Magellan* for the Association of American Railroads to sell for $1 to the Federal Government for Presidential use. The unique "chariot" served FDR, even as a funeral car, and his successor, President Truman. But President Eisenhower preferred to travel by air, so the Government donated it to the steam-powered Gold Coast Railroad, which currently displays it at Port Everglades in Florida.

12 ***Tell me about the special train which toured Buffalo, N.Y., and vicinity on Oct. 22, 1954.***

Each road serving the area was asked to supply two coaches for a special train to carry invited guests on a Railroad Week tour of lines in and around Buffalo, including freight-only tracks such as the Belt Line and Gardenville cutoff. In the consist were: Baltimore & Ohio, a *Cincinnatian* coach and a rebuilt coach; Pennsy, a rebuilt coach and *Congressional Limited* coach 1568; Canadian National, coach 5600; Lackawanna, two *Phoebe Snow* cars; Erie, a rebuilt coach and a suburban coach; Nickel Plate, coach 103; Lehigh Valley, two coaches from the 1939 *Black Diamond;* Chesapeake & Ohio, coach 1648; and New York Central, host road, four 2600-class coaches. Not represented were the Wabash, the Toronto, Hamilton & Buffalo, and the Canadian Pacific, also serving Buffalo.

13 ***Why are two 0-6-0T steam locos standing in Pennsy yards near Kearny, N.J.?***

These are former Brooklyn Eastern District Terminal locos 12 and 15, which railfan Ron Ziel and others have bought for use on a proposed tourist steam line on eastern Long Island, N.Y. (See our April '61 issue for story and photos of BEDT when it was still in steam.)

Running Extra

Norfolk & Western trains of up to 500 cars, about 4 miles long, which we described last month, were criticized by editor W. F. Tolbert of the Williamson, W. Va., *Daily News* on the grounds that they block crossings up to a half-hour and that the N&W is lagging on grade-crossing elimination. He closed an 1100-word editorial by warning rail officials to take a long and hard look before scheduling 500-car trains.

Info. on a "mysterious" electric, diesel-electric, or gas-electric loco is wanted by J. Edwin Mulligan, 108 S. State St., Salt Lake City, Utah 84100, who writes: "While vacationing in 1966 and '67 at Provo, Utah, I saw at the Coca Cola plant there an old locomotive painted red and white, with a U.S. emblem on each side and a General Electric emblem on one side. The relic stands on a short length of track near the fence and a sidewalk. A hood as big

as a Mack truck is located fore and aft of its center cab. Possibly a pantograph or trolley pole has been removed from this loco, which may be motored. I questioned the plant manager and other employees, but none could explain why the loco was there. They remembered having seen it when they first went to work for Coca Cola. It is not on the inventory. The company has no railroad siding; all deliveries are by truck. Who can solve the mystery? Maybe some museum could use this equipment."

Adding to our recent list of rebuilt Camelbacks are these from Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138: Great Northern 2-8-0 rebuilt to 2-6-8-0; New York Central 2-8-0 to 2-8-2; Erie 2-8-0 to 2-8-8-0 and 0-8-8-0 to 2-8-8-2; Baltimore & Ohio 2-8-0 to 2-8-8-0, 4-4-2 to 4-4-4, and 4-6-2 to 4-6-4, and Wabash 2-8-2 to 4-6-4. Also, Warren tells us, in the 1840's the Philadelphia & Reading rebuilt a few Camelbacks, 0-4-0 to 0-6-0, for freight runs; and later rebuilt 2-8-0 class I-10sa to 4-8-4.

Disagreeing with our comments on shabby depots (Jan. issue), Gordon Jomini, 659 Palmer St., Fredericton, N.B., Canada, lays much of the blame for empty trains on run-down stations, old cars, and outdated services. "In how many major airports does one buy a ticket at a barred window?" he asks.

Budd-built car 9016 with two different trucks under it was seen in the Reading's multiple-unit shops at Wayne Jct., Pa., by Anthony Sassa, 356 Devereaux St., Philadelphia, Pa., who seeks an explanation.

Wanted by James E. Ricklefs, Dept. of Geography, University of Georgia, Athens, Ga. 30601: info. on when railroads began transporting lumber from the Pacific Northwest to southern California, also a bibliography of sources on this subject.

"When did the Pennsy end passenger service between Mackinaw City and Grand Rapids, Mich., and Fort Wayne, Ind.?" asks Dave Bronson, 2445 Clayward Dr., Flint, Mich. 48506.

"As a small boy I rode a Chicago & Alton train pulled by a steam engine painted red, maroon, and possibly silver and/or gold," writes Gilbert Eversull, 2748 Willard Ave., Cincinnati, Ohio 45209. "A model of her would be pretty. Who can supply a picture on which the various colors are marked?"

Route and timings of the old Chicago & Eastern Illinois train *Zipper* are wanted by an old retired boomer, James T. Hatfield, 728 N. Prospect, Kansas City, Mo. 64120.

"When were 650 series Buffalo & Lake Erie cars built at Kuhlman shops in Cleveland and what were their specifications?" asks Wm. R. Gordon, 811 Garson Ave., Rochester, N.Y., who needs this info. for use in a book he is writing. He also asks when and by whom a Lewiston & Youngstown 0-4-0 with 8-wheel tender was built. He says she came from Buffalo powerhouse.

Our item about Tom Taber's 335-mile ride in 5 hours, averaging 67 miles per hour, on the Canadian National's *Rapido* (Feb. issue) drew this note from Dick Hanschka, 81 Kenwood Circle, Bloomfield, Conn. 06002: "Tom can ride the Pennsy's *Congressional Limited* any day between New York and Washington, 226 miles in 3½ hours, averaging 65 mph, with six stops en route. Even after 30 years, the old GG-1 still rates with the best in motive power."

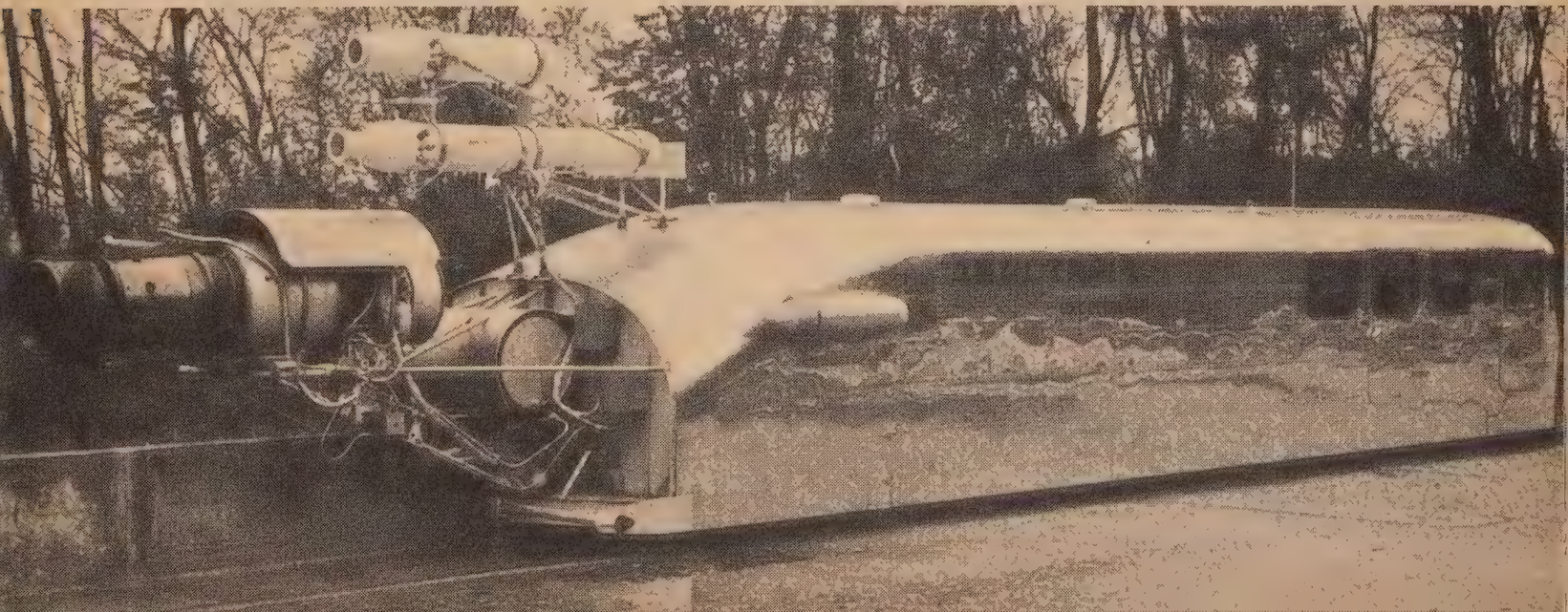
"Which roads carry passengers in cabooses and under what circumstances?" asks the Rev. George Marvel, The Pacific School of Religion, 1798 Scenic Ave., Berkeley, Calif. 94709.

Dennis Holmes asked (Jan. issue) what happened to the Minneapolis & St. Louis doodlebugs. Photos of one of them, GE-25, were taken by Curtis L. Cruver, 117 S. Kenilworth, Oak Park, Ill., while he was employed as a fireman on the Chicago & North Western. "At some time," Curtis writes, "the GE-25 was converted to a weed-sprayer. It also had a diesel engine replacement. I shot one picture March 31, 1964, at Fond du Lac, Wis., after the old doodlebug had been badly damaged by fire."

Info. is wanted by F.M. Watts, Sr., retired Kansas City Southern engineer, 2832 Stonewall St., Shreveport, La. 71109, on his father, George Washington Watts, who worked in the Western & Atlantic (now L&N) shops in the 1850's, later went into engine service. Among the engines G.W.W. fired and ran was the *General*, but not around the time of the Andrews raid. After the Civil War he was an L&N engineer. The son, now 80, wants to know when and where G.W.W. was born, his railroad service record, etc. ●

Societe Bertin & Cie., from French National Railroads

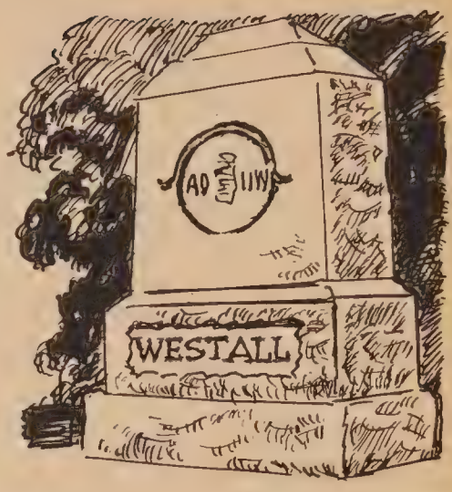
Riding on a cushion of compressed air blown beneath the vehicle, the French experimental *Aerotrain* straddles the single high guide-rail in the middle of its concrete roadway. Propelled by a jet engine and two auxiliary rockets, this half-size prototype accelerated to 215 mph in a demonstration last December 4th, believed to be a record for track vehicles, though this one neither rides on wheels nor uses them for traction. A set of small rubber-tired wheels is provided for moving idle cars in proposed yard areas. The demonstration model is reversed on a turntable at the end of each run. Developed by the Bertin firm, *Aerotrain* is under the aegis of an organization created to study its potential. Cars will seat 80 passengers.



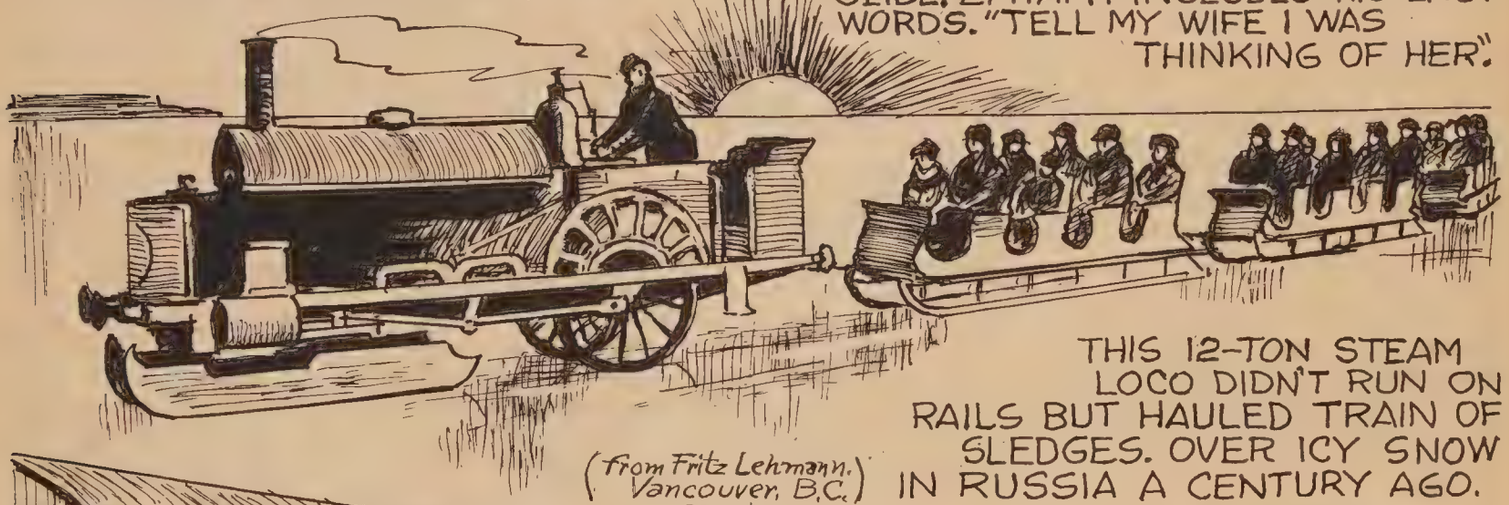
ALONG THE IRON PIKE

by Joe Easley

THE RAMBLER, PRIVATE CAR OF LATE HENRY M. FLAGLER, RAILROAD TYCOON, IS NOW ON DISPLAY AT FLAGLER MUSEUM, PALM BEACH, FLA.



MONUMENT IN SOUTH PLATTE CANYON TO ENGR. WM. WESTALL OF THE DENVER, SOUTH PARK & PACIFIC, KILLED AUG., 28 1898, WHEN EXCURSION TRAIN HIT ROCK SLIDE. EPITAPH INCLUDES HIS LAST WORDS. "TELL MY WIFE I WAS THINKING OF HER".



THIS 12-TON STEAM LOCO DIDN'T RUN ON RAILS BUT HAULED TRAIN OF SLEDGES. OVER ICY SNOW IN RUSSIA A CENTURY AGO.

(From Fritz Lehmann, Vancouver, B.C. Canada)

IF YOU WANT A FREE TRAIN RIDE, GO TO VITI LEVU, ONE OF THE FIJI ISLANDS, WHERE A TRAIN PULLED BY OLD BRITISH STEAM LOCO HAS 120-MILE RUN, USUALLY TWICE A WEEK, ON NARROW-GAGE RAILROAD OWNED BY SOUTH PACIFIC SUGAR MILLS, LTD. NO RIDER PAYS FARE.

Problems of Subway-Building

by LEO J. CUSICK

General Manager of the Massachusetts Bay Transit Authority

Leo J. Cusick

IN ANY discussion of the problems involved in construction of a new subway, it becomes necessary to divide the subject into the problems faced in building and in operating the system. The starting point of construction is the engineer's function.

The first thing the engineer does is survey the area and find out what is needed for the system. This may be wholly an engineering function or it may be the function of a planning group.

Next, the building authority must purchase or lease the real estate. And then, of course, come the problems of the wayside stations and the area needed to accommodate the passenger —parking, "kiss-ride" or whatever else one might call that type of installation. The system has to be esthetically compatible with the area and also acceptable to the potential passenger.

When the engineer starts to design the system, he has his construction problems. Then another question: should it be subway, open-cut, elevated, or what?

I have been personally trying to stimulate the use of the railroads in the bigger cities: those lines which are abandoned, about to be abandoned, or are in disuse or not fully used. If you look around in the area that seems feasible for construction, you will find many potentials.

Next, the engineer has to get his track, signal, telephone, line equipment, d-c connections, power, and substations. When planning a rail line that may be 3,4,5, or 10 miles, it is best to subdivide the construction so that it is in component parts that would be manageable. This is particularly true when thinking in large numbers so far as money is concerned.

Having established the alignment, the route and general plans, a problem is to install the stations. In some cities where the stations have been determined and the plans have been drawn, political considerations come in, and instead of having stations every two miles, it becomes a mile and a half, or a mile. Pretty soon, it is down to a half a mile, and the whole group of stations will change.

It may be stations that allow one person to control the entire area, such as the side platform with an overhead or a subway passage within the control areas so that the people can go to either side, or it may be side platforms with an agent at either side—all decisions that the engineer will make.

SHOULD there be heat? If so, should it be electric, steam or perhaps infra-red? Then, how are you going to communicate to your passengers while at the station? Would you have the sign in the center or one over each stairway leading up or down to the platform? Should there be a P-A system? Or is it necessary?

What type of control system should be at the station? Should it be "Entrance Only," "Exit Only" or "Entrance and Exit"? Would the fare being charged permit you to do this? Could one attendant control both sections? Manpower will get into this situation.

Would the ability to clean the station be better with a new material or something that has been accepted in the past? This is going to be a matter of greater concern. It is true in Boston where we are starting to think of new materials.

Then comes the esthetic appeal of the station and the temptations that arise about advertising. Should we allow advertising — dispensing machines? Are they necessary to your system? Are you going to try to sell ice cream, pop, or transportation?

Next, at the track level, comes the problem of alignment, whether there are embankments, tunnels or a need for bridges. The speed of service that would be necessary will lead into signal installation and the spacing of signals.

But perhaps more important, particularly for a subway, how does the engineer design a suitable crossover or a turnout? Is it best to have a long turnout to achieve maximum speed? Where would this be necessary? How should the locations of these be settled —would it be time or distance?

Is density of service the criterion? You would then have to continue along on your communications. Other than signals, here the engineer thinks of wayside telephones.

With regard to radio communications, what kind should be used? A phone connected to power control? Power control of the third rail or catenary is a must. Should the power-control system be connected directly to the telephone and not to the radio control?

NEXT problem is the number of cars and trains to be operated and the density of the area. This would determine power requirements and the type of feeder-cable and supervisory control. How many rectifier units are needed. Where will the sub-stations be? How far apart should these be placed over the area?

Now that the railroad is straightened out, how do you protect the public? One of the things that many forget is that you have to protect against the invader, child, dog. This means a fence, chain-link fence, or something of that nature. I'm trying to suggest some of the things that seem so easy, and yet are passed over very quickly by decision-making-people.

The next worry is the barricade at the end of the station. Should there be a barrier to keep people from going to the trackway, or should this be open to facilitate the discharge of people in the event of an emergency?

The engineer decides upon what type of rail, its weight, and perhaps more important, its length. Would it be 33, 39, 78 feet, or how long?

Are rails of greater than 78 feet or thereabouts in length usable? Could you have welded rail in a subway?

Take something as simple as ties—should they be wood, plain or creosote —or perhaps concrete? Is this going to stand up, and what will your problems be? Maybe the best solution is poured concrete.

What kind of fasteners should there be, and how will they be used? Are pads under the tie-plate necessary?

Should you use screws spikes or straight spikes? Will you have ballast or poured concrete? Perhaps in your locations it may be possible to get an easier ride on cinders. What kind of ballast—large or small stone?

THEN there is the track gage—is standard gage right or should it be a different gage? Even further, one must decide on the various appliances that a trackwalker may use, or should there be any trackwalkers at all? Perhaps something different may be the answer. Is it a rail-test car? Can you safely eliminate all trackwalkers?

Regarding rail, what elevations are needed? How are they to be maintained—are you going to use shims? Where will you have super-elevation? What kind of bonding will you use? Will you have a guard timber or something to protect you or perhaps a guard-rail?

Then the third rail: how are side or end inclines to be fixed? Perhaps overhead wire is needed. What are the problems with wire and the structure to hold it up? Are these more important than the maintenance cost of third rail?

While still down at the track level, engineers start thinking about signaling. We have spoken about placement of the signals. Will we use a fixed block such as we have in most places today, or a different way of signaling?

What kind of relays will we use? Are they to be solid-state devices? What does this mean on problems with wiring? What kind of wiring should be used? Wiring that lasts 35 years or 10?

The same thing applies to cable. Is the location of signaling determined by distance? This also relates to station locations. You get into an interlocking and whether it's to be remotely controlled or locally controlled and, then you think of switches. Where there are short turnouts, perhaps you need an overlap or a switch guard.

Is an interlocker system with a compressor better than one completely electrified? What about the number of aspects of the signals? Then you get into the interlocking machine itself: how big will it be? How long will the panel board be? Would there be levers or buttons, and what are the advantages? Is it better to control all movements or use a device to fleet the trains?

The next problem is the car. What diameter should the wheel be? Why? What should be its composition? Will the tire be steel? Or is aluminum good? Should there perhaps be some rubber? Will this knock down the sound?

Next, what kind of truck? There are three or four different kinds of trucks on the market. What are the advantages of each? How would the frame be set and the pedestal? Where would the beam come in? Should there be a fulcrum pin on it? How about the fuse box on the truck? Which way will that be? And the fuse in the fuse box: should it be heavy or light? Why?

What kind of brakeshoe is best? How would the brakeshoe-hanger work? Would there be a key, or would a different type of brake be best? Still to come is the braking system. Should it be straight air-brakes or dynamic?

Next problem—the journal box. In the old days, the journal box was a constant drip of oil. It was picked up quite readily and used for lubricating the track area. Of course, we have eliminated the trackwalker who went around with grease on a paddle and lubricated the very bad approaches to many tracks, where the shortness of turnout was difficult to negotiate.

The old trackwalker could look at a lead or switch and see where the wear area was and apply a little grease so that the car slipped around easier. Now, we have a machine to apply the same oil film to every wheel. Perhaps this isn't the true answer.

What kind of brake valve is best? Should there be a variable load valve? Should there be a control reservoir? Are all of these to be supplied by one compressor and one reservoir? Should there be a second reservoir to have this air always available?

How should you set up your cab-control switches? How many switches to a cab? Where would you have them? What is the most convenient place for the motorman?

How would you control his heating and ventilation? Where would the heater be or the fuse-box? Why? Does it really have to be as it is on many railroads where such things are as close as possible to the motorman? Perhaps if they were farther away, he would have a large cab and a better way of life. Perhaps he might live longer in the event of a collision. On the motorman's window, what kind of drop sash should there be, if any?

WOULD he be able to open the side door? If he didn't, how would he be able to key-by his signals? Is there a key-by area, or would we have to do something different in the future?

And then, the passenger. What will he want in a car? Does he have to have a comfortable seat? Or is the very hard seat of New York the one that many people will have to adjust to? It saves vandalism.

And for the floors: rugs or linoleum? Will the car have air-tight doors that allow no water from the car-washer to enter the car and protect the rug and perhaps prevent the mildew effect? The damp or wet effect with a linoleum floor may permit you to do things, such as using that water to clean the floor of the car.

What about lighting? Do you need flush lighting? Or is it an advantage to have it recessed? Does the passenger really care? Should you have fans, or air-conditioning? Should you have air blown in such a way so that the passenger can be sure he is kept cool? What about heat? Should there be an extra switch to heat the car while idle? These questions must be answered by men planning to build subways.

Should it be a three-door car, four-door car, or a two-door car? Should doors be controlled from the central location? Should the place be fixed, or can this control be any place in the train where the employee may be able to operate such a device? Should we have a public address system at each location, or should the motorman control it? Should he work from the floor level or have a step to permit him to look out of a window at a higher level?

How about an emergency device to permit passengers to stop the train? Or should this be hidden so that only crew members can perform this emergency function? But what happens when somebody is hurt and there is no way for others to stop the train?

Should your door engines be electric or have pressure behind them and how much? Should there be 10, 30, 50, or 75 pounds? What are the advantages? Should there be a guard on the door—rubber, fiberglass, or none at all? Should it be against a center post where you can really squeeze a person?

There are very many problems to be solved. But it's a wonderful feeling to see people accepting and using your system, high-rise apartments along the right of way, and most important, having some old pro pat you on the back saying, "It works."

(The foregoing article, adapted from MODERN RAILROADS, is based upon a speech given by Leo J. Cusick at a recent meeting of the Institute for Urban Transit in Atlanta, Ga.)

STEVE MAGUIRE'S

TRANSIT TOPICS

Rock Island switcher and a boxcar fitted with a rapid-transit car coupler at one end led ten new cars for Cleveland Transit System's downtown-to-airport extension off the Pullman-Standard lead track into CRI&P South Chicago yard last October.
Pullman-Standard photo from Rock Island Railroad

WOULD you believe that a wandering trolley-museum car ever carried baggage in mainline railroad service? One did. Evan Middleton, member of the Orange Empire Trolley Museum at Perris, Calif., bought retired baggage cars 743 and 745 from the Denver & Rio Grande Western last October, intending to house his large collection of railroadiana in them for display at the OETM. These cars were routed to Perris via the Union Pacific to San Bernardino, to be interchanged there to the Santa Fe Railway for delivery to the museum.

Steve Maguire

At Las Vegas, Nevada, the 745 was set out for brake repairs while her sister kept rolling past San Bernardino to Los Angeles. Before the trip, the Rio Grande name had been painted out and the initials OETM stenciled on as sole identification. At Los Angeles a strange thing happened. The 743, handled as an ordinary, interline, empty baggage car, was placed in the coach yard. A switcher took it to the nearest post office, where it was loaded with U.S. mail. Then it was coupled into a Santa Fe train bound for Kansas City! Somewhere along the line a conductor or yardmaster must have found something wrong, for OETM is not a recognized car initial. Many red faces later, the 743 finally joined her sister at Perris.

Another odd fact about OETM is that it cooperated recently with the Municipal Railway of San Francisco by supplying 3 separate types of traction motors that the transit system needed to restore historic trolley 578 to operation. In exchange, the museum got a pair of standard 0-50 trucks for its own use.

WE COMMEND Italian movie director Luchino Viscinti for his factual accuracy in making a film called *The Stranger*. He had Algiers authorities rip up a city street to re-lay trolley track that had been there during the period of the story (1938-'39).

SINCE 1960, travel on all Pennsy and Reading commuter lines, promoted by the Southeastern Pennsylvania Transportation Authority, has risen more than 20 percent with nearly 3 million additional passengers, reports M. J. Reichel, SEPTA general manager.

A CONTRACT to supply aluminum conductor contact-rail to transmit electric power to the San Francisco Bay Area Rapid Transit District trains has been awarded to Kaiser Aluminum & Chemical Corp., which, for about $7½ million, will provide BART with 170 miles of a new type of electric power rail, together with all accessories and the aluminum jumper cables for expansion joints. The third-rail will be energized at 1,000 volts DC, with a 3,000-ampere capacity. About 10 percent of the BART system will require special low resistance rail of .002 ohms per 1,000 feet, compared to standard rail resistance of .004 ohms. The lower-resistance rail, using more aluminum, will be installed in tunnels and under the San Francisco Bay, in a location where it would be difficult to build power substations.

ALASKA never had any trolley service that we knew of, although we understood there had been some electric freight lines in that state. In making this statement some time ago, we had no idea to what extent readers would go to supply us with information on the subject. A photo that looked like a railroad-roofed trolley with no pole came from David K. Johnson, Box 464, Nashua, N.H. 03060. We identified it correctly as a Fairbanks-Morse gasoline motor car. The car had belonged to the old Alaska Northern Railroad and was shown beside Kenai Lake, according to R. H. Bruce, acting general manager of Alaska Railroad, answering a query from Alden W. Gould, Jr., Mountain View, Calif. 94040. The AN began

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Boston's Watertown streetcar line was to have been abandoned last September, but public protests brought reprieve. Trolley car 3104 is Boston-bound from Watertown.

Long Island Rail Road is now owned by the State of New York and is operated and maintained by the Metropolitan Commuter Transportation Authority. MCTA has been making notable efforts to attract even more commuters to the nation's only Class I railway which derives more revenue from passengers than from freight. Doorless shelters have been added to several stations, such as this one at Manhasset, on the Port Washington line. Though unheated, the shelters offer some protection from wind and rain. Even before purchase in 1965, this station had had a high-level platform built atop the old track-level platform.

operation in 1907, laid 70.8 miles of track, none electrified, and folded up in 1910. The U.S. Government acquired it shortly afterward.

Niilo E. Koponen, Barnette School, Fairbanks, Alaska 99701, says the only electrically-powered trolley lines in Alaska operated at the large hard-rock mines. Two outfits, Treadwell and Alaska-Juneau, used mine electric motors in their operations.

Treadwell has moved to California. Alaska-Juneau mine is now closed but operates for tourists who ride "Alaska's only subway," a line that ends at an underground bar and theater.

Years ago Alaska had several so-called tramroads—abandoned rail lines with tracks still intact—over which anyone having a licensed locomotive or flanged-wheel truck could operate, said Mr. Koponen. Two were located between Flat, a mining area, and the Iditarod boat landing. In 1915 the McGuire brothers combined them into one, relaid the line with steel rails, and bought a gas-electric loco; but a costly fire and the outbreak of World War I ended the project.

At one time Ranana Valley Railroad, running from Chena and Fairbanks to Chatanika, provided a sort of electric-car service, using the F-M model 24-passenger car from the Alaska Railroad and a Beach electric car with a gas engine. This line lasted until about 12 years after Government ownership began. It became standard gage; the Beach motor car was sent to run between Fairbanks and College, Alaska. In 1931, when the narrow-gage line to Chatanika was scrapped, that car was still active. The train board in the old Fairbanks depot (torn down in 1960) listed "College Electric Car Service" but with "Service suspended" chalked across it.

NEXT Pittsburgh, Pa., trolley line to be abandoned is the Carson Street route that is operated up to the South Side, writes our special Pittsburgh correspondent, Jim Cerny. This April, buses will probably be placed on the line between Smithfield and south 18th streets. No plans are completed for converting the lines through the tunnel to South Hills. Jim will keep us informed, as usual.

TRACKLESS trolleys were retired from Johnstown, Pa., last November 11th after serving the city of about 100,000 people since they made their debut on the Johnstown Traction Co. system in Nov. '51. When the last local trolleys ended service June 11, 1960, trackless cars were substituted on several old rail routes. This info. comes from William B. Cornelius, 529 Bluff St., Johnstown 15905, and Edward Surkosky, P.O. Box 111, Windber, Pa. 15963, who say the change-over was a last-ditch move to save the city's public transport through the economies expected to result.

Readers will recall that last October we listed the remaining trackless trolley lines in the U.S. and Canada, inadvertently including Regina, Saskatchewan, which had discontinued such service March 13, 1966. Regina's trackless cars began to run Sept. 8, 1947. After abandonment, all but one were sold to Edmonton, Alberta, that one being kept as a museum piece, according to Wally Young, 1255 Pendrell St., Vancouver, B.C. Canada.

IS FREE transit service feasible? We don't think so. The U.S. Department of Transportation is sponsoring a $35,000 study of this subject. An independent research agency is making a six-months examination, in Boston, of the possible effects of free transportation as an incentive for use, the extent to which such a system might be used by low income groups, and the impact of such matters as trip time and convenience. A no-fare system would clog public transit frightfully, its only advantage being that it might lessen motor traffic congestion on the greatly overcrowded streets.

Interurbans of Indiana

FOR 40 YEARS interurban railroads operated out of Indianapolis like spokes of a giant wheel, providing rapid and inexpensive service to millions of riders, writes Arthur B. Wang, a retired Union Railroad bridge and building supervisor, 303 Murphy St., Lafayette, Ind. 47905. He recalls that Indianapolis was

the nation's key city in interurban travel and boasted the largest interurban terminal ever built anywhere, a terminal serving 14 different rail lines. This building, which later became a bus depot, still stands on Illinois Street.

On Jan. 1, 1900, the first interurban car entered the city on Indianapolis, Greenwood & Franklin rails from the Greenwood shops, 12 miles south of Indianapolis. It had problems of narrow clearances on the sides and overhead and also in crossing the Belt Railroad. Regular service began 10 days later between the big city and Greenwood.

Another line, opened Nov. 1, 1901, ran between the big city and Greenfield. Thoughout Indiana by the end of 1900 there were 678 miles of electric lines with 671 motors and 308 trailer cars. In no other area did the interurban become so popular. By 1908 the state's electric rail network exceeded 1900 miles. Connections were possible with other lines in Ohio, Michigan, and Kentucky as well as Illinois.

A great event which occurred Sept. 12, 1904, was the opening of Indiana Traction Terminal, which allowed direct train transfer between routes and provided office space and ticket and baggage counters. This depot helped the traffic problem very much, as cars previously had unloaded at various places on the city streets. Another advantage was the inauguration of a joint ticket office there July 1, 1905.

Service rose rapidly from less than 100 trains a day out of the city in 1902 to nearly 400 in 1910. Most trains had runs of 40 miles or more, some up to 170 miles. There were all types of service from small local cars to big ones on limiteds with smoking and baggage compartments and all-chair parlor cars. The first interurban sleepers ran out of Indianapolis on Sept. 15, 1903, when Holland Palace Cars began operating on lines that connected Indianapolis with Columbus, Ohio. Two- and three-car trains were common.

On July 1, 1914, interurban mileage in Indiana totaled 2318. Over this trackage ran 1,229 passenger, 363 freight, and 78 mail, baggage, and express cars. They ran in 67 of the 92 counties. The state's only cities of more than 5,000 population not served by interurban were Bedford, Bicknell, and Bloomington. Beginning of the end started during World War I with short hauls, financial problems, automobiles, better highways, motor buses, and trucks. Other causes of decline were lack of connections for long hauls and the competition of steam railroads.

Despite the decline, all the lines kept rolling until November, 1917, when 3 failed. The larger companies were active, however, and promoted many excursions to places like Lake Erie resorts, Toledo, Cleveland, Niagara Falls, and Louisville. Equipment was improved with more steel cars. The Indianapolis Freight Terminal at Kentucky and Oliver was a busy scene.

The prosperous mid-1920's ended with the Depression of 1929. The next year some companies had to combine their services into the Indiana Railroad, one of the largest interurbans ever

Capt. J. M. McMillan, Co. C, 83rd Engr. Bn., APO New York 09176

Permanently coupled cars 29 and 30 of the Oberrheinischen Eisenbahn Gesellschaft (Upper Rhineland Railway Co.) are seen leaving Mannheim, Germany, for Heddesheim, June 11, 1966. Car 14 waits at left. All were built by H. Fuchs, Heidelberg.

Indiana Museum of Transport & Communication, Noblesville, Indiana, displays this restored Chicago, Aurora & Elgin wooden interurban car in red, gray, and blue livery of World War II.
Collection of C. W. Jernstrom

known. During the recession of 1937 more lines were abandoned, and by 1941 the end came.

Some of the largest interurban lines out of Indianapolis were the Indiana Union Traction Co., the Terre Haute, Indianapolis & Eastern, the Union Traction Co., the Interstate Public Service Co., the Indiana Railroad System, and Public Service of Indiana. The golden years of interurbans have long since gone; only the South Shore Line remains in the state. The pleasant days of a slower and easier way of life have vanished. No longer can you hear the clang of bells in city nor whistle blasts in the country for heavy cars.

(C. William Jernstrom has compiled a complete all time roster of Indiana Railroad freight and passenger motors for publication, with pix, in this magazine in the near future.)

Trolley Museum Notes

BEFORE 1968 ends, a new electric railway museum may be functioning. Dr. Howard Blackburn of the Indiana Museum of Transport & Communication, Inc., P.O. Box 83, Noblesville, Ind. 46060, tells us that already part of the proposed new line has been graded, and rails and ties are on hand for about a half-mile of track. A 300 KW rotary converter substation has been obtained from the Cook Brewery in Evansville, Ind., for power.

Traction equipment at the museum includes former North Shore car 172, Chicago, Aurora & Elgin 308, steeplecab engine 351 from Cook Brewery, and locomotive 55 from the Cedar Rapids & Iowa City. There are also several pieces of steam-road passenger equipment and the body of former Indiana Railroad steel interurban 429.

GROUND was broken last November 4th for the new carhouse of the Baltimore Streetcar Museum. The mayor, Theodore R. McKeldin, turned the first spadeful of earth for this building, which the City of Baltimore is constructing as part of the new Jones Falls Valley Park, we learn from James A. Genther, 1212 Northview Rd., Baltimore, Md. 21218. The structure is located beside the right-of-way of the old "Ma & Pa" Railroad's Baltimore terminal area, near Pennsy station.

BSM, Inc., a non-profit outfit, will lease the property from the city for $1 a year and will lay tracks and run the cars. Its collection includes ten trolleys built between 1880 and 1944. All are local wide-gage cars—one reason why they were not sold to other museums. Among them are a former horsecar, later converted to a cable car and finally electrified; two open cars and the last streetcar to operate in the city. This collection was started in the 1920's by the old United Railways and in 1954 was given by its successor, the Baltimore Transit Co., to the Maryland Historical Society. A Peter Witt car, No. 6119, was added in 1955, then in 1963 PCC 7407 and test car 3350.

Since then, the cars have been shuffled around to various sites and languished for years in an open and unprotected area just north of Baltimore while the museum was haggling with area residents who opposed locating the museum at that site. During this time vandalism was a frequent occurrence on the old cars. It is hoped that by now the cars are in their new quarters, protected from the weather and a few dishonest railfans. Last winter the BSM members worked on 3 of the cars, preparing to show them to the public in connection with a fund-raising drive. There is some reason to expect operation to begin next year, at least on a limited scale.

Stephen D. Maguire, Box 51, Belmar, N.J. 07719

White flags aflutter, Chicago South Shore & South Bend cars 34 and 102 take the curve at Ford City, Ill., on a Central Electric Railfans' Assn. fantrip, Oct. 16, 1956.

Electric Railway Books

An illustrated history of the Chicago South Shore & South Bend is being prepared by Cmdr. William D. Middleton, CEC, USN, Public Works Officer, U.S. Naval Air Station, FPO, San Francisco 96611. As a side line, Bill is a rail photographer and writer. Besides doing articles for *Railroad Magazine* and *Trains*, he wrote *The Interurban Era* and *The Time of the Trolley*. His next book, the North Shore Line, is due to be published this year by Golden West Books. For another project the seeks to buy or borrow top-quality photos of the South Shore Line and its predecessor, the Chicago, Lake Shore & South Bend.

Public Service Fast Line, by John H. Brinckmann, Jr., and Edward F. Gardner, 10 pages, 6x8½", with soft covers, illustrated, costs $1 from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707. This is the fascinating story of the high-speed interurban line that ran between Newark and Trenton, N.J., but was abandoned in the 1930's. In its last years it used gas-electric cars. Text and photos give a good account of the line. Also included are tables, reproductions of a ticket, an advertisement, etc.

The Dairy Route, a History of the Elgin & Belvidere Electric Co., by Carl F. Gustafson, illustrated, has 68 pages, 8½ x 11". For the second time we see the annals of an original company which ran over a right-of-way later owned by a trolley museum operating line. The first such book, covering the Atlantic Shore Railway, came out last year, describing a line that ran on the track later to become the Seashore Trolley Museum at Kennebunkport, Maine.

The new publication, the E&B story, has an attractive hard cover and professional binding. It should sell rapidly at the Illinois Railway Museum in Union, Ill., which operates along several miles of track of the old right-of-way. This history is complete, a bit here and a bit there, but the chapters end abruptly and lack continuity, confusing the reader. Unfortunately, too, most of the photos show interurban cars in early years and near the end of operation. Views of this short-lived operation are difficult to find. The line opened in 1907, closed in 1930. You can buy the book for $4.50 from Gustafson Publications, P.O. Box 75, Crystal Lake, Ill. 60014.

Tramway Memories, by J. Joyce, 134 pages, 6x9", with hard covers, is available from Terminal House, Shepperton. Middlesex, England, for 30 shillings in the form of an international money order sold at any post office. It consists of sentimental stories of various British trolley lines written by juicefans stating in detail how they came to be fond of those tramways, and is slanted at British readers.

British Trolleybuses, by R. D. H. Symons and P. R. Creswell, 80 pages, 6x9", with hard covers, illustrated, may be had for $3.75 from Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802. It is a reference work on remaining trolleybus systems. Besides factual details there are photos, rosters, and a list of all trolleybus lines of past years and dates of service. We quote from the introduction: "The tide has turned on the trolleybus; what not so many years ago was being hailed as the bus of the future, is now threatened by complete annihilation. . . . There is every indication that by 1975 the ship will have sunk."

New printing of its illustrated museum guidebook, *Ride Down Memory Lane*, with 4 additional pages, is available for $1.25, postpaid, from Branford Electric Ry. Assn., Inc., P.O. Box 457, Short Beach, Conn. 06405.

Lake Shore Electric Ry.

Freight and Passenger Motors

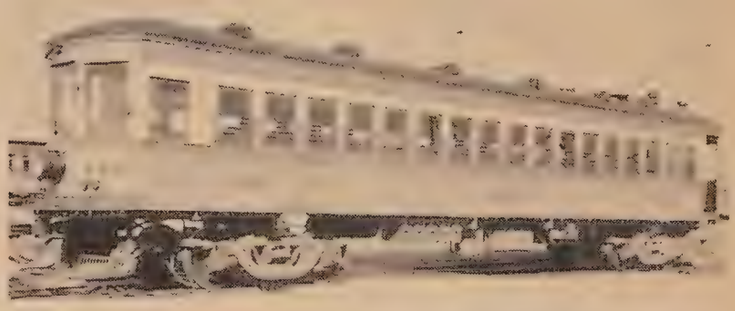
No.	Type	Builder	Built
2-23	passenger	Barney & Smith Co.	1903
26-33	freight	Barney & Smith Co.	1903
34-37	freight	Jewett Car Co.	1917
38-40	freight	Jewett Car Co.	1918
41-46	freight	Niles Car Co.	1905
49	work	L. S. E. Shops	?
60-69	passenger	J. G. Brill Co.	?
143-164	passenger	Niles Car Co.	1906
165-166	passenger	Jewett Car Co.	1912
167-169	passenger	Jewett Car Co.	1917
170-181	passenger	Jewett Car Co.	1918
182-183	passenger	St. Louis Car Co.	1915
401-407	work	L. S. E. Shops	?
411	work	L. S. E. Shops	?
452	freight	Barney & Smith Co.	?
453-456	line car	Barney & Smith Co.	1915
A, B, C	snow sweeper	St. Louis Car Co.	?

Roster was compiled by C. Wm. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46805. Cars 2-23 came from the Toledo, Fremont & Northern. Nos. 26-30 were formerly passenger units. Nos. 41-46 had been passenger units in 140 series. Passenger motors 171, 174, 179, and 180 were sold to the Des Moines & Central Iowa. LSE 182 and 183 were Eastern Michigan & Toledo passenger combines, originally Michigan Electric 851 and 853. LSE also bought ME 855 but never renumbered it nor used it on their line. LSE freight service ended early in 1937, passenger service in May '38. All pix on this page came from Jernstrom.

LSERy line car 453, built by Barney & Smith in 1915, at Norwalk, O., Feb. '38.

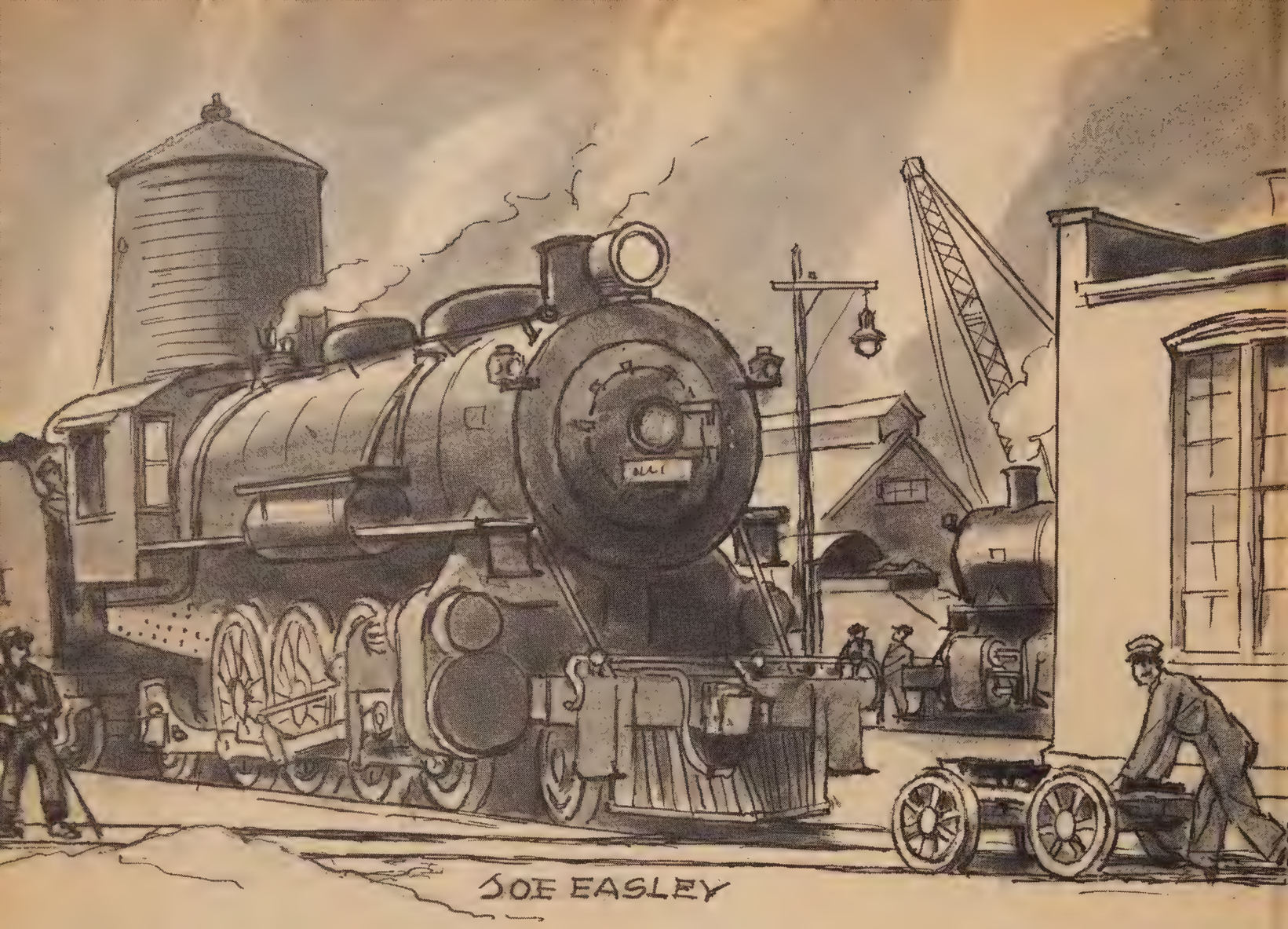
No. 177, built by Jewett in 1918, on Sloane Ave., Cleveland, in 1935.

Crew with line car 455 (Barney & Smith, 1915).



No. 180 (Jewett, 1918) was sold to Des Moines & Central Iowa, as was No. 170, of same series, seen here at Rocky River yards.

Heavy Lake Shore interurban car 23, built by Barney & Smith in 1903, is oldest car shown. Scene is Fremont, Ohio, barn.



BOOMER FIREMAN

by HOMER KEITH

ONE chilly autumn afternoon a weather-bronzed fellow of sturdy build and middle age pushed open the office door of Andy Barton, introduced himself as Charles Hunsicker, and laid his credentials on the scarred oak desk.

Barton was superintendent of the Clinton Division on the LS&N. He glanced over the letters and looked at the applicant, whose crisp curly hair fringed a shiny bald spot.

"Engineman," he said curtly. "We're glad to get experienced runners when winter is near and most of the boomers have fled. Okay, Curly, you're hired."

Curly Hunsicker was familiar with the LS&N. He had been around it before in his wanderings. He knew its curves and switchbacks, its grades that looked steep enough to stall a mountain goat, its inclines where a hogger had to lay his Johnson bar down in the corner and maul the heart out of his old girl to lift tonnage over the hill. Many a man he'd seen do it, too.

He knew that on each grade at least a dozen trains had stalled before reaching the summit; the crews had tied the rear end down with clubbed brakes and doubled over the hump to the nearest siding. He'd seen engine crews sweating as they ran for water . . . and come roaring down the next day with air retainers turned up, trusting to luck and the hand of the Almighty on their shoulders that they'd stay on the rails.

For the Clinton Division was a rugged country of hills and mountains, of superb wild scenery. The men bucked snowdrifts with the rotary plow from early fall until late spring. But always following the cold season came fragrant summer days when the winding valley of the Cohise River filled you with the joy of living.

In those days the town of Clinton was the crossroads of the boomer world. If you stayed there long enough and watched the boys come and go, you'd see old friends you had long given up as lost amble down the pike, make a few pay checks, and then drift again on the endless trail.

Flanked by heavily wooded hills and sprawling across the valley, Clinton was the division point from which the high iron worked both ways. To the west the single track began rising up Madera Hill; to the east it followed the river, a gradual descent to Santa Rose, the eastern terminus.

In the heart of town was Mrs. Flynn's boarding-house. Near the roundhouse it stood, the handiest but not the quietest joint for a railroader to eat and sleep. No boomer would think of passing through Clinton without a visit to Mrs. Flynn's. Accordingly, after getting his

copy of the LS&N rulebook, Curly Hunsicker applied there for lodging.

"Mother Flynn," as men called her, was the widow of a freight engineer who had gone to glory on Madera Hill and the mother of a Railway Mail clerk who had died in a cornfield meet on another road. With her husband's Brotherhood insurance money and a tidy sum from the company, she and her pretty daughter Molly had opened the railroad boarding-house. The widow was head of the firm; but Molly, green-eyed and red-haired, like so many Irish colleens the world over, was the magnet that drew the happy-go-lucky gang.

Curly soon got to like living at Flynn's and running on the LS&N. He enjoyed the comradeship of other men and delighted in bantering with Molly. Secretly he wondered why she was still unmarried. His first winter on the mountain road was tough, but he grew fond of it just the same.

He even liked hard-boiled Barton, the super, and "Shorty" Crane, the master mechanic. Both brass collars were stern and would bawl you out or hang thirty days on you without batting an eye, but Curly knew they were rails at heart, and if either one thought you were right he'd stick with you till the last flag was whistled in.

The road was dangerous to work over. Coal was usually bad and the power was sometimes good—more often otherwise. But when summer came, the birds sang, and the trees were leafy, Curly felt that Clinton was the best place on earth. The climate got him, so when the time came for boomers to pull the pin and seek greener fields, he decided that the Cohise Valley was green enough for him. Thus he became a home guard.

PULLING a redball freight on a morning in late autumn, Curly left Santa Ana with a new fireman, a boomer from the East. Some boys whom the LS&N runners fell heir to in those days didn't seem so adept with the shovel as they were at talking their way

into jobs. This ashcat was that type. Curly had been away from the scoop for years, but this time there was no help for it. To prevent a steam failure he had to get down now and then to line the fire for the new firemen.

The train was heavy; and to make matters worse, they hit a snowstorm halfway to Clinton. It was the first big fall of the season. The higher their engine went, the worse the weather became, and by the time they headed into the yard at Clinton in early evening the snow had begun to drift. Curly looked through the yards to the cinder pit, climbed down, and headed for the roundhouse. He was tired, cold, and hungry.

As he was leaving the office, he ran into a young, broad-shouldered husky who asked for the master mechanic. Curly guessed he was looking for a running job, but the man said he wanted to handle the scoop. Well, Crane needed coal-shovelers. Shorty was still in his office as they went by, so Curly took the young boomer in to see the master mechanic.

The newcomer marched up to the desk and said with assurance: "Davis is the name, Jim Davis. I've a letter here for you, Mr. Crane."

The official read it and glanced at Curly, who took the hint and walked out. As the engineer left, he heard Crane and the boomer conversing.

"The trainmaster's still in his office upstairs," the master mechanic said.

"I'll go right on up,"

"Take this slip with you, Jim. He'll run through the book of rules with you. Then tell the crew clerk. I'll leave orders to mark you up on the board."

Curly went out and plowed through the snow toward Mother Flynn's, pondering over what he had just heard. *How come the boss let Davis off so easy?* he thought. Most boomers had to make a student trip or so before being put on the board.

NEXT morning the engineer woke up in his room to the tune of the callboy's shaking him. "Whatsa matter, kid?" he grumbled sleepily.

"An extra west for nine o'clock," the lad said. "She's gonna be tough. Ninety-eight came down the hill an hour ago, and the crew said snow's already drift-in' into the cuts."

Curly recalled Jim Davis, who had signed up the previous night, and asked, "What fireman do I get?"

The answer came quickly.

"A student. Name's Davis. The old man must have just hired him."

"Okay," said Curly. "I'll be there," and he signed the book.

He walked out of Mother Flynn's place into a cold white world. The sun was dazzling and snow crackled under his feet. Away off up the slope of Madera Hill rose the smoke and steam of an engine shoving a plow in the cuts.

Curly met Davis in the roundhouse and they passed Crane's door.

"Take care of that student," said the master mechanic with a grin.

The two enginemen climbed up on their locomotive, a heavy Mikado. No LS&N power at that time was stoker-fired, and it was a man-killing job fighting them up the mountain to the west.

Curly had been assigned so many new firemen that he got the habit of watching them pretty close. This one moved about the deck, looking at supplies, the fire, and the water glass in a manner which indicated he knew his business. As they eased out on the main and down to the yard, Curly got off at the yard office to sign the register.

"I'll put her on the train for you," said Davis; and he eased the hog off down the lead. When the engineer came back from the office and climbed up in the cab, the fireman said casually: "I've tested the air; there's no bad leakage. And the carman says all the brakes are workin'."

Curly kept silent. Should he trust a new hand's judgment or not? He was always particular about airbrakes out there in the hills. He had to be, to keep on living. But he handed the young boomer his train orders. This was in the days before it became compulsory for the fireman to read them. Curly had a hunch that this chap had plenty of running experience.

Jim checked the numbers against the clearance, read them over, and handed them back without comment.

"We go up against Madera Hill right out of the yard," Curly said as they got up steam. "We have a helper engine all the way to Dalton, where she cuts off. This coal of ours clinkers pretty bad. I'll have to lift her all the way up the hill. You may have trouble keeping her hot. I'll help you all I can."

Davis thanked him. Curly whistled off. The helper engine tooted in reply and the train wheeled out of town. The switch-tender got the gate for them and they left the yard. Curly kept a wary eye on the boomer. Before long he was convinced that the latter did not need any advice. He dropped the reverse lever a few notches just to see how Jim would take it.

The fireman grinned, crossed the deck, and said in a friendly tone: "Hook her up, buddy! You don't need to try me out—or show me up, either. I'll blow her roof off if you say so."

"You'll do!" Curly spoke enthusiastically. "We'll hook her up."

IT WAS a crisp November morning, with not a breath of wind. Snow-laden pines crowded the track while loose snow, pushed out by the plow, piled halfway to the cab windows.

Smoke mixed with steam from the turgid exhaust rose straight up in the still air. The pop sizzled gently as Davis kept her at the 200-pound mark. Back at the rear of the short, heavy train, smoke and steam from the laboring helper engine, also a great Mikado, rose to form another white plume. Twin clouds of beauty slowly floated up the mountain side.

Topping the hill, they stopped at the Dalton water tank. While Davis was taking water, Curly got down and looked at his fire. He'd been curious about it all the way up the hill, because he had never before worked with a fireman who could burn less coal for the tonnage they were hauling. Most men had to use the clinker hook often. This fire, however, was still burning brightly and evenly. Curly could not believe that his ashcat was a mere student. The guy knew his railroading.

They headed into the yard at Crestone as the sun sank behind a high mountain peak. Snow was deep now, beginning to drift. The engine backed down through the yards to the roundhouse. Section men with brooms were sweeping the white blanket from switch-points.

When the big Mike got to the cinder pit, the two men climbed down from the cab and walked around the engine, looking here over. At the right side Jim stopped and examined it carefully.

"That rod don't look right," he said. "Seems like it's cracked and liable to snap in this zero weather. Maybe you'd better report it."

Such advice from a so-called student fireman would bring a sharp retort from most throttle-jerkers; but Curly was fast learning things about this fellow, so he kept his mouth shut. Still, he did not act on Jim's suggestion.

Before turning in that night, they spent a few hours loafing around a hot stove in the roundhouse, enjoying "spot" with a few other crews. Once when Davis went out for a while, Curly tried to get some information about him from other boomers. Apparently none had ever heard of him before.

CALLED next morning, they were given the same Mike. More snow had fallen during the night; the sky was gray and cold. A crew had been called early for a snowplow and would now be somewhere down the road ahead of Curly's train. As the two enginemen walked out to the engine Jim remarked: "I suppose they thought that rod looked all right. It's the same one, anyway."

"Beanpole" Slade, the young head brakeman, who was a dyspeptic, opened the switch and caught the Mike as she eased onto the main stem. He climbed up in the deck, stamping snow off his feet, cursing the weather and the ponderous train, not omitting to damn himself for having landed on this pike.

"Boomers have no sense," he said. "Hell's bells, I have a date for that dance in Clinton tonight, with fat chance of being back before the town's asleep!"

Davis smiled. He told the brakeman to sit down, look for a highball and stop grouching.

When they were ascending a slight grade a few miles east of Ute Springs, the hogger dropped her down a notch or so and eased the throttle back. And then—*wham*! As he automatically shut her off and slammed the brake valve into emergency he sensed what had happened. That damned side-rod had been on his mind ever since they left town. Now its long end was raising hell as it came over with every turn of the wheels, digging up ballast and snow, which flew into the cab. It would be a miracle if the rod did not hit a tie solidly and derail the engine.

But luck was with the trio waiting with bated breath in the cab. She rolled up and halted on a little flat where the wind had swept the rails clear of snow. Curly whistled out a flag and got down on the ground with Beanpole.

"There's nothing ahead for us to worry about for a while," he said, "so you don't have to flag ahead."

Both men agreed it was going to be a nasty job to disconnect the broken parts in near-zero weather. Fortunately, nothing but the rod seemed to be damaged, but that didn't cheer Slade very much. He was moaning that they'd have to wait all day to be towed in.

Jim stayed on the engine to fill the boiler with water. In a few minutes he shut off the injector and climbed down, bringing a handful of tools with him. The corresponding rod on the left side would have to come down, and the grease cup was too high to slip off under the bottom guide bar. Davis started working on the broken right rod, while the engineer explained things to him.

But Jim said authoritatively, "We won't need a tow-in."

NEITHER Slade nor Curly was convinced of that. They had finished taking off the broken rod and from now on agreed to leave it up to Jim. The latter accepted this chore, went over to the left side, took out the knuckle pin, and let the back end of the rod drop to the ground.

Curly helped him with the manual labor, while Beanpole Slade offered advice but very little assistance. Davis had him cut the Mike off from the train while the engineer spotted her for him on the back center of the left side. Curly was still in the dark as to what the fireman had in mind, but he wanted to see what was coming next.

"Give me the oilcan," said Jim. He oiled both rails ahead of the front pair of drivers. "Come here, brakie," he ordered, "and make yourself useful."

He led Slade to a stack of ties on the right-of-way, picked a small one, and got Beanpole to help him lay it across the rails close in front of the fore drivers. Curly moved her ahead half a turn. The front wheels slid on the oiled rail, thus putting the left crosshead on the front center in the clear of the side-rod to be taken down.

"Call in the rear flag, hogger, before you come down to help me get this rod off," Jim said. They had the rod down, loaded both of them on the pilot, and were ready to go as soon as they got a highball from the rear end.

"Where in hell did you learn to do such a job?" Curly asked as he wiped his gloves on a piece of waste.

"Oh, I've been around," Jim said evasively. "I wonder if she'll get by with only three pairs of drivers."

"She will if I can keep her feet on the ground and we don't run out of sand," said the hogger. "The rest of the way is mostly downhill anyhow."

They took on coal and water at Ute Springs and headed in the pass for a manifest freight coming up the mountain. By now the clock pointed to just about lunch time, and the men were ravenously hungry. As they headed toward the beanery Curly stopped at the office and sent the dispatcher a wire reporting the breakdown.

In those days many railroad men, like Beanpole Slade, had stomach or intestinal ailments as a result of irregular hours and haphazard mealtimes. Curly Hunsicker was no exception. For years he, too, had been bothered that way. But right now his midriff didn't put out any caution signals, so the hefty engineer stowed away all the victuals he could while waiting for the redball merchandise to pass.

BACK in his cab on the way to Dalton, he was overtaken by a "misery" that nearly doubled him up. Davis noticed the spasm and asked what was wrong. The engineer told him but said it was "nothing serious" and should let up in a few minutes.

They stopped at Dalton for the crew to turn up air retainers before hitting Madera Hill. The young fireman got down on the ground to look at his ashpan. When he climbed back on deck he found Curly sprawled on his seatbox.

"You're in no shape to handle a train down Madera Hill," he said.

"Sure I am—I'll be okay in a minute," the engineer protested feebly.

Jim could see that the runner was lying. He stepped over to the right side and peered back along the train. Curly knew what he saw. He'd seen the same vista himself hundreds of times: snow-covered pines crowding the track, a water tank, a section house, the station where an operator was on duty constantly, and a long passing track with snow drifted over it in places.

The fireman observed that, to all appearances, no train had used the passing track that day. The short wintry day neared a close. Snow was falling again.

"No use sending the dispatcher a message," said Jim. "That wouldn't do any good. We can't shove this train up the hill with only three pairs of drivers, and if we did get in on the siding we'd slip down in the drifts. We've got to get off this main line, Hunsicker. Move over on my seatbox and rest. I'll take her downhill. Slade can do what little firing is needed."

"Can you do it?" queried the engineer. "This hill is bad. You don't want to turn over on some curve or let her get away from you and go through Clinton like a scared comet. But as you say, we have to go somewhere soon or get off the main line."

Davis smiled reassuringly. "I can do it, all right. Don't you worry."

Beanpole appeared by the time they finished their confab. He climbed over the coal and down in the deck.

"How many retainers did you turn up?" Davis asked him.

"About half of them," the head man replied. "But what have you got to do with it, bakehead? Mr. Hunsicker is the engineer on this job."

"Not from here to Clinton," said Davis. "I'm taking her out of here."

Slade got his lantern and grip and started down the steps of the gangway. Jim grabbed his arm and snapped, "Just where do you think you're goin'?"

"Gettin' off while the gettin' is good. I'm not ridin' down this mountain with a boomer fireman handlin' the air."

"Get back up here!" Davis said firmly. "We must get out of the way of 34. I'm takin' her downhill and you're comin' along."

Slade was surly, but when a fellow as big as Davis talks like that and looks as if he means business, there's not much you can do about it.

JIM whistled off, looked back, got a highball, and pulled out. It was high time, too. You're not supposed to flag a passenger train in a snowstorm unless it's very urgent. Beanpole put in a fire and sat down on the seat ahead of the engineer, keeping a suspicious eye on Davis. The heavy train rolled over the hump, each car giving the hog a kick as it started down the grade.

The reclining engineer was not greatly worried. In the past two days he had acquired respect for this young fellow who had come from nobody knew where to work on the LS&N. Curly felt certain by now that Jim was used to being on the right-hand side. Just before the speed got too high, Jim reached for the brake valve, drew off just the right amount of air, and released the engine with the independent valve.

Slade also scrutinized the performance. He and Curly watched, mouths agape, the masterly manner in which the boomer fireman let that long train down the hill and stopped at the yard switch at Clinton as unconcerned as if he'd been pulling the latch on that division all his life.

When Jim brought the panting Mike to a halt on the cinder-pit track at the roundhouse, he helped Curly down and said: "Soon as we reach the office I'll get a taxi and take you home, or to a doctor."

"I don't want a doctor," the engineer groaned. "I'll be all right in a jiffy—and I live in a boarding-house only a couple of blocks from the office. I'll rest while you're making out a work report and changing your clothes. By that time I guess I can make it without a taxi."

Shorty Crane, the master mechanic, was in his office. He called Curly in as the engineer passed his door, while Jim hurried on back to the washroom.

"Sit down, Hunsicker," he said. "You look bad. What's the matter?"

Curly said it was just his old complaint, only a trifle worse than usual. He added that Davis had brought his train in for him.

"Oh, yes, how did you like your student fireman?" Crane asked eagerly.

"Student, hell! How come Davis got a job firing? That man's an engineer and I'll bet my next pay check he's a better man most of them."

Crane replied quietly, "He asked me for a job firing."

That was all the help Curly could get from the M.M. in his task of solving the riddle of Jim Davis on the LS&N. Curly met his fireman in the corridor as he left the office and they walked out together.

"What kind of place is this where you stay?" Jim asked thoughtfully. "I might want to live there, too."

"Best boarding-house in town," Curly boasted, feeling better by now. "An old hogger's widow and daughter run it. They're real folks. I'll introduce you if you say. I don't feel like eating anything tonight, but I'll sit around and gab a while before going to bed."

As they talked they approached Mother Flynn's four-story frame house. Jim opened the door. Curly entered first and greeted the carrot-topped Molly, who was standing by the cash register. She glanced up and suddenly turned pale. Curly looked at Jim.

"I can't stay here," the fireman murmured under his breath.

"The hell you can't!" Curly exploded, steering him by main force to a small table close to the cheering warmth of the redhot stove. They sat down. Davis kept silent until the waitress took his order and went back into the kitchen.

"You don't understand," he blurted out, "There are things I can't explain, and this is one of them."

There was a moment of silence.

"Well, I don't intend to pry into your personal affairs," Curly said. "You and Molly must have met somewhere before. I'd like to see you stay here; but if you don't want to, that's your business. I'll pay the check, so you won't have to meet her on the way out."

JIM said that as soon as he finished his meal he'd go back to his old lodging-house.

While the fireman was eating supper Curly leaned back and looked around the room. Over at a table by the wall sat Beanpole Slade and Tom Briggs, the road foreman. Briggs' face wore a sour expression. Curly guessed that the official had seen the strange meeting between Molly and Jim Davis. Possibly the road foreman fancied himself a ladies' man and was afraid Jim would cut in on his chances with Mrs. Flynn's daughter.

When Jim laid aside his knife and fork, Briggs bustled over, visibly agitated, and asked bluntly, "Do you want to stay around here, boomer?"

Davis was taken by surprise. He didn't know the road foreman from Adam, but that worthy soon hinted about his importance.

"If you aim to get along with me," he said, "stay on your own side of the cab. We don't have boomer firemen handling engines on this division. And you, Hunsicker—"

The engineer beat him to it. He had no use for that particular road foreman, and although he had previously tried to stay in the clear, he now thought it was time to come out against the riding of an innocent man.

"As for me," said Curly, "I told Mr. Crane when I got in how Davis had helped me, and he didn't object. Any time my work doesn't suit you, I'll go to Crane with you and have it out."

That cooled Briggs off a bit. Curly glanced at Molly. The pretty redhead had seen all this byplay but could not have heard what was said. Briggs walked over to the cash register, hurling a parting imprecation over his shoulder.

Davis whirled around to Curly, saying: "For a plugged nickel I'd take that sonuvabitch apart and then leave this pike."

"You'll do no such thing," was the reply. "You're too good a man to let a fourflusher run you off the job. If this snow keeps up you'll soon get a regular run. My turn will be vacant for a fireman. Bid it in. Just do your work right, as you've been doing, and Crane will stand by you. If it comes to a showdown, I'll go to the mat with you."

Jim nodded, thanked his companion, said good-night, and departed. As he walked out, Molly looked intently after him. Curly went over to pay the check. Briggs was still talking to Molly, probably giving her the lowdown. But Curly didn't think it was up to him to set her straight—just yet. He ambled to bed.

AS TIME went on the weather got worse. Davis stayed on the job and bid in on Curly's turn. Curly was glad to get the boomer, but knew no more about his past than when he had first shown up in Clinton. Jim himself volunteered no information and was the kind of man you didn't feel inclined to question. So far as Curly knew, Jim and Molly never attempted to talk over their past troubles, whatever they were.

Spring came at last, with the balmy weather that made you forget winter hardships. Curly would curse the snow every year and swear he'd pull the pin and never come back, but when spring and summer rolled around you couldn't have run him off the Clinton Division with a brake club.

Davis was still firing for him. Crane would be needing some new runners soon, though. Few boomer firemen stayed long enough for promotion. Running was a percentage job and most engineers were hired as such.

One day Curly went into Crane's office and asked him to offer Davis a job running. The M.M. replied with an interesting bit of information: He already had offered Jim a job on the right side of the cab but Jim had turned it down!

"Why did you refuse a running job the other day?" Curly asked his fireman on their next run. "I know you're a hogger and so does Crane. Anybody can see that, from the way you handled things that time I was sick."

The boomer did not deny what Curly said, but maintained that his reasons for refusing were sufficient. Nevertheless, when they arrived at Clinton, Curly got Jim into the master mechanic's office by a ruse, and talked him into changing his mind.

Road Foreman Briggs was fit to be tied when he learned about it. Mr. Crane hadn't asked the boomer any questions, hadn't given an examination. He had simply told the crew clerk to mark Davis up on the engineers' board. In other words, he just picked Jim up and set him gently down on the right-hand side.

DAVIS fitted in on the right-hand side just as well as he had on the left. But Briggs, the road foreman, was still laying for Jim and it was just a question of time until they would go to the mat together. The showdown arrived sooner than anyone had expected.

As Curly was strolling through the yards one evening, after a trip down Madera Hill, he met Jim coming in from the east. Curly stopped his engine on the roundhouse pit, and in a few minutes Davis backed in behind him. As Curly got down and walked to the office he saw Jim, on the ground, testing his hog for steam blows while the fireman spotted her. Curly could tell there was something defective; he had noticed the sound of exhaust as she came puffing into the yard.

Jim's train was a connection from the east that was plenty hot. She had been due in at Clinton several hours before. In fact, Curly had been getting time on her at every order board from Ute Springs on. The older engineer eased back to the roundhouse foreman's office to get the dope.

Jim's engine had been losing time ever since he left the east terminal. The dispatcher had been burning up the wires trying to find out why. Davis said he had engine trouble, and let it go at that. The chief had been unable to help him, as there was no power along the route available for swapping with the defective engine. Jim had to do the best he could with the cripple: double hills, run for water, and get later on the timecard every minute. Now Crane was in his office and Briggs was with him, both waiting for an explanation.

Curly Hunsicker sensed that the pent-up fireworks were about to start. He knew that Davis would take only so much and no more from Briggs. He suspected the real reason why Briggs was riding him—namely because Jim appeared to be a stumbling block that stood between him and Molly. The matter did not concern Curly, but he wanted to see his friend get a fair deal.

Accordingly, when Davis reached the office and Briggs called him in, Curly stood outside the door and listened to the road foreman's raving. Among the least of his charges against Davis was incompetence. Jim remained quiet and let the road foreman bellow.

At length the master mechanic cut in sharply: "Briggs, there are two sides to every question. I want to get to the bottom of this the same as you do. Maybe we could do that if we hear what Davis has to say."

"I can show you better than tell you," said Jim. "Come with me."

They went to the cinder pit and Curly tagged along. The hostler was up on the engine Jim had brought in.

"Move her ahead," Jim ordered. "Spot her on the top quarter. Now set the brake. Give her steam. Open the cylinder cocks and move the reverse lever from front to back. Okay?"

He looked at the M.M., who announced, "The cylinder packing is blowing."

"Yes," said Jim. "Now come around to the other side." And to the hostler: "Move her ahead a quarter. Set the air. Now put the reverse lever on center and give her steam."

Crane cocked his head sidewise and listened. "Valve blow," he said expertly. "That's good enough for me, Davis. Come on back to the office."

As they went in, the official turned to Curly. "Come in, Hunsicker," he invited. "You're a friend of Davis's. You'll be interested in this."

SHUTTING the door, the master mechanic faced the road foreman and started the session with: "Briggs, I don't question your authority—you've got your job to do. But I haven't been blind all these months. I knew exactly what I was doing when I hired Davis and promoted him without a lot of fanfare." The M.M. glanced at the closed door. "Now, I don't want what is said in here tonight to go any further than this office. Davis, tell these gentlemen how you lost your last job."

Jim hesitated. "Come on!" urged the official. "You don't need to be ashamed of it any more."

"Well," began the engineer, "it's a long story. I'd been promoted from engineer to road foreman on the Canadian & Great Lakes. One night I was pulling an eastbound limited. We had an order givin' us a meetin' point with an opposin' first-class train that was behind on her schedule. We were the superior train by direction. This train had been makin' up time, and to help them the dispatcher had put out an order advancing the meet to a blind sidin'.

"We was supposed to get this order at the first open station before we reached the meetin' place previously arranged. But this station was not one of our regular stops. We were passin' right by when we suddenly saw the signal change to red."

The listeners followed closely.

"We had passed a station where the traffic was heavy," Jim went on. "The brains was collectin' tickets. The brakemen also were busy. None of them saw the board. Naturally, the result was the same as if both trains had been given a lap order. I'd been liftin' her so as to make the meetin' point and not lay the opposin' train out too long."

"Tell us about the cornfield meet," Crane encouraged; and Jim said:

"Well, we met on a curve just beyond the blind sidin'. The other train was slowin' down to head in, and her crew jumped. I gave my hog the works and put her on sand, but we didn't have a chance. We rode her right into the wreck. The engineer and firemen were killed; so was a mail clerk on the other train. Me, I was injured.

"I lay in the hospital at Barlow for a month. When they let me out, I didn't have a job. No one will ever know what made the operator do it—he swore that the red board had been out all the time! He had no way of knowin' that any member of the crew had seen it was

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clear. Anyway, the conductor and flagman admitted at the inquiry that they had not seen the board, while the agent at that place strung along with the op and swore the board was red. That made me the goat," Jim Davis concluded. "It also made me a boomer."

Crane took up where the accused engineer left off. Turning to Curly, he said: "That's just the story that the master mechanic at Barlow wrote in the letter Davis brought me when he first came here, Hunsicker. The man at Barlow is an old friend of mine—in fact, we'd been boys together back East. He always thought Jim Davis was framed, and now he knows it. Read that."

He handed Jim a letter.

"I just received it today," Crane added. "I suppose you'll hear from him yourself in a day or so."

A mist seemed to fill Jim's eyes as he read it. Peering over his shoulder, Curly caught snatches of the message: "Davis is completely exonerated . . . The man responsible has confessed . . . If he wants to come back he can have his old job or a better one . . ."

The mist cleared as Crane grabbed Jim's hand in a friendly fashion.

"Well, do you stay with us or go back to the Canadian & Great Lakes?"

"Considering all the advantages of both places," said Jim joyously, "I'd like to stick here. I'll tell you for sure, though, later on."

Briggs quietly opened the door and eased himself out as soon as he saw that Jim was still going to be an honored employee of the LS&N.

DAVIS and Curly left the office together. Outside, under a tree, was a bench. They sat down. It was a warm summer evening. Off to the east a plume of smoke lifted idly skyward from a laboring freight. The two enginemen sat idly watching it. The railroad game seemed pretty good. They were finding out that life has a way of eventually breaking even.

Things in Curly's mind began clicking into place. He remembered now having heard that Molly spent some years at Barlow. Possibly that was when she and Jim came to know each other. But if she had enough faith in a man, surely his word would be enough for a girl like Molly. There must be something else.

As if in answer to that unworded question, Jim said: "Curly, you haven't heard it all yet. Molly had a brother named Dennis. He was the mail clerk who died in that wreck! When I got out of the hospital and saw how things had shaped up I just left. I never gave her a chance to see me, and I guess she naturally thought the worst."

Curly remembered having heard about Molly's brother being killed. It made the situation understandable.

"What did you do with that letter Crane gave you?" he wanted to know.

"Here it is."

"Give it to me, and come along," said the older man, leading him off toward Mother Flynn's.

It was an off hour; the place was nearly empty. Even the hired waitress was out of sight. Curly herded Jim up to the cash register. Molly and Jim stared at each other, neither saying a word. Curly broke the silence.

"I want to say a few words, Molly, while I still have the nerve."

Then he told about the scene in the master mechanic's office and handed her the letter. Molly listened intently. Her green eyes were shining. Mechanically she accepted the letter and read it. At length, after what seemed like an age, she turned to Jim Davis.

Embarrassed now by his unaccustomed role, Curly ambled toward the door. As he opened it, he stole a backward look. The reconciliation between Jim and Molly had come at last.

Did boomer Jim Davis stay in Clinton? Mister, you can draw your own conclusions. The hills are still there on the Clinton Division, but the engine crews that maul trains up those grades and ease them down are all home guards. The old days of the railroad boomer have gone forever. ●

Railroad Book Notes

A book on RPO history is under way, reports Bill Rapp, 430 Ivy Ave., Crete, Neb. 68333, who is looking for photos to use as illustrations. He says Mobile Post Office Society will publish it. Vol. 1 will list RPO's by railroad plus route agents. The editorial board of this publication consists of Bill; Warren Kimball, Pleasantville, N.Y.; Al Lewis, Coffeeville, Kan., and Jack Willard, Denver, Colo.

Photos and info. on the elevated lines of New York and Brooklyn from the beginnings in the 1860's and 1870's to the early 1940's are sought by our assistant editor, Roger Arcara. This year will be the 100th anniversary of service on the world's first "L" road in New York, and a book telling the story of New York els over the past century is in preparation. If lent to him, rare old photos for which no negatives exist will be copied and returned promptly and undamaged.

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Anthony Allen of Baltimore writes that he is now making $1080 a month. Though he is now 48 years old, with only a grade school diploma, John Parzynski, a former plant guard writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day as an independent investigator.

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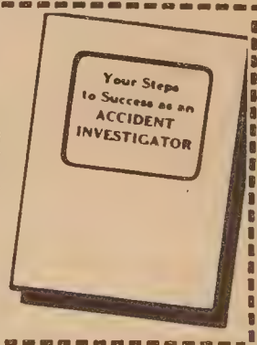

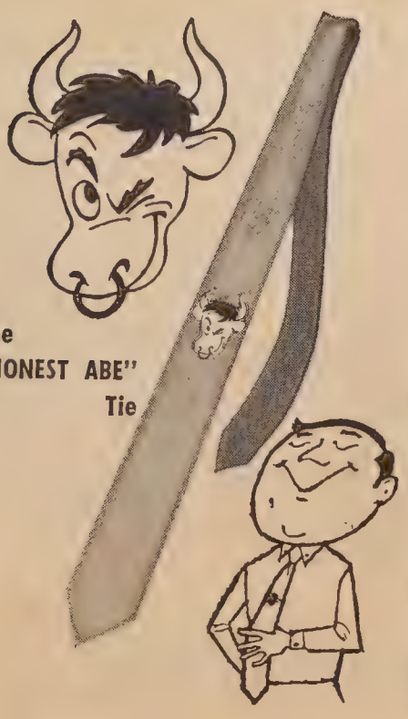

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——	95-96	600	GM-EMD	SW1	B-B	48,310	193,240	1942	1
6000-6001	97-99	600	GM-EMD	SW1	B-B	48,310	193,240	1941	1
——	100-101	600	GM-EMC	SW	B-B	50,330	203,330	1938	2
——	102	660	Alco	HH 660	B-B	49,500	198,000	1938	3
——	103	660	Alco-GE	S1	B-B	49,500	198,000	1941	4
——	104-105	660	Alco-GE	S1	B-B	49,500	202,150	1942	4
——	106	660	Alco-GE	S1	B-B	49,500	199,000	1946	5
——	110	660	Baldwin	VO 660	B-B	59,700	196,210	1942	6
——	115-118	1000	Alco-GE	RS-1	B-B	60,630	242,500	1945	7
1029-1034	120-125	1000	GM-EMD	NW2	B-B	60,900	243,620	1949	8
1202-1207	126-131	1200	GM-EMD	SW7	B-B	60,870	243,480	1950	
1208-1209	132-133	1200	GM-EMD	SW7	B-B	60,720	242,890	1950	
——	200-201	1500	GM-EMD	BL2	B-B	55,400	221,610	1948	9
——	202	1500	GM-EMD	BL1	B-B	55,400	221,610	1948	9
68-81	203-216	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	10
82-87	217-222	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	11
88-91	223-226	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	12
92-93	227-228	1500	GM-EMD	GP7	B-B	62,698	250,630	1950-1	13
——, 94	229-230	1500	GM-EMD	GP7	B-B	62,698	250,535	1951	13, 14
95-96	231-232	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	
340-341	233-234	1750	GM-EMD	GP9	B-B	61,480	245,600	1956	
342-345	235-238	1750	GM-EMD	GP9	B-B	61,480	245,600	1957	
590-592	239-241	2250	GM-EMD	GP30	B-B	62,440	249,750	1963	9
650	242	2500	GM-EMD	GP35	B-B	61,870	247,480	1964	15
651-652	243-244	2500	GM-EMD	GP35	B-B	61,845	247,380	1964	14
653-662	245-254	2500	GM-EMD	GP35	B-B	61,835	247,320	1964	14
663-672	255-264	2500	GM-EMD	GP35	B-B	61,850	247,415	1964	14
673-680	265-272	2500	GM-EMD	GP35	B-B	63,780	255,130	1965	
27, 28, 43	1100-1102	2000	GM-EMD	E7A	A1A-A1A	51,830	308,440	1946	16
——	1200-1203	1500	GM-EMD	F3A	B-B	58,310	233,250	1948	14
——	1204-1205	1500	GM-EMD	F3A	B-B	58,310	233,250	1949	14
——	1300-1301	1500	GM-EMD	F3B	B-B	58,670	234,870	1948	14
——	1400-1403	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	14
——, 750	1404-1405	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	14
—, 751, —, —	1406-1409	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	14
——, 750B	1500-1501	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	14
751B	1502	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
752B-753B	1503-1504	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
933-942	1600-1609 (2nd)	1500	GM-EMD	FP7A	B-B	61,240	244,960	1949	

Notes on C&EI Roster

Roster is based on data from C&EI's director of public relations and CI's operating superintendent and is accurate as of Dec. 4, 1967. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric; Alco, American Locomotive Co.

(1) 95-97 sold to Hughes Arnold Co. 11/65.

(2) 100-101 sold to Luria Brothers 9/59 and 8/59. No. 101 sold to Lipsett and scrapped. No. 101 sold to Detroit Marine Terminal, renumbered 6.

(3) 102 sold to Export-Import Co. 8/49; then to Guy F. Atkinson Co., renumbered 102; then to Puget Sound & Baker River, renumbered 95; then to Pine Flat Contractors.

(4) 103-105 sold 12/64 to Joliet Ry. Equipment Co. Nos. 104, 105 were owned by Chicago Heights Terminal Transfer.

(5) 106 was originally St. Louis & O'Fallon 51, then C&EI 106, then Inland Steel 85.

(6) 110 sold to Export-Import Co. 8/49.

(7) 115-118 sold to Marfax Steel 12/64. One unit scrapped. 118 remains to be sold. 115, 117 sold to Chatahoochee Industrial RR., renumbered 115, 117.

(8) 125 was originally 119.

(9) 200-201 were originally 1600-1601 (1st). 202 was originally GM-EMD demonstrator 499, then C&EI 1602 (1st), then C&EI 202. All 3 units were rebuilt, then were traded to GM-EMD 2/63 for 239-241.

(10) 206 was rebuilt.

(11) 221 was rebuilt to GP9M.

(12) 226 was rebuilt in 1959.

(13) 227-230 are owned by CHTT but stenciled C&EI. 229 rebuilt in 1959 to GP9M.

(14) 229, 1200-1205, 1300-1301, 1400-1404, 1406, 1408-1409, 1500 were traded for GP35's.

(15) 242 belongs to CHTT but stenciled C&EI. 229 was traded for this unit.

(16) 1102 was rebuilt in 1958 to E9A with 2400 hp, 53,520 lbs. of tractive effort and 328,580 lbs. weight.

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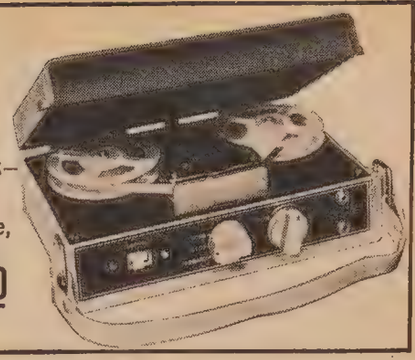

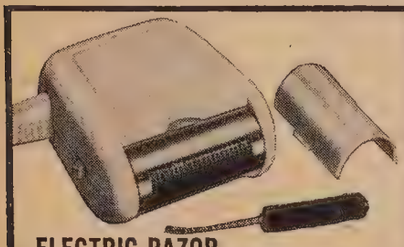

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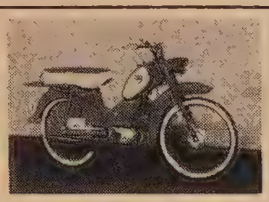

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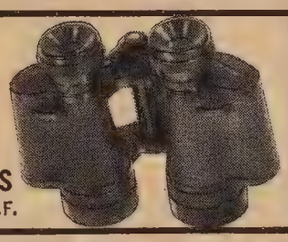

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Shortlines of Kansas

Present-day locomotive rosters compiled by Sy Reich

New Number	Old Number	HP	Builder	Bldr's Model	Wheel Arngt.	Tract Effort	Weight	Date	Notes
Garden City Western Railway									
—	101	330	Whitcomb	50DE58B	B-B	22,500	90,000	1949	1
—	201	600	GM-EMD	SW1	B-B	49,500	198,000	1952	
—	202	600	GM-EMD	SW1	B-B	49,500	198,000	1949	2
Hutchinson & Northern Railway									
—	1	?	GE	Electric	B-B	15,000	60,000	1926	
—	2	?	?	Electric	?	25,000	100,000	?	4
—	3	?	GE	Electric	B-B	32,500	130,000	1948	3
Kansas City Public Service freight operation									
—	?	300	GE	45-ton	B-B	22,500	90,000	1941	5
—	1	500	Plymouth	65-ton	B-B	32,500	130,000	1936	6
Kansas City Terminal Railway									
40	40	660	Alco-GE	S1	B-B	58,200	194,000	1940	13
40	41-44	660	Alco-GE	S1	B-B	59,400	198,000	1941	13
50	50	900	Alco	HH 900	B-B	69,000	230,000	1938	13
50	51-52	1000	Alco-GE	S2	B-B	69,000	230,000	1940	13
50	53-57	1000	Alco-GE	S2	B-B	69,000	230,000	1945	13, 14
50	58-59	1000	Alco-GE	S2	B-B	69,000	230,000	1949	
60	60-61	900	GM-EMC	NW	B-B	63,200	252,900	1938	14, 15
70	70-79	1200	GM-EMD	SW1200	B-B	60,940	246,760	1964	
Kansas, Oklahoma & Gulf Railway									
—	97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	7
—	101-102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	7
—	103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	7
—	570-571	1800	GM-EMD	GP18	B-B	65,825	263,300	1964	8
—	844-845	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	9
—	846B-847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	10
—	1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	11
Leavenworth Depot & Railroad (owns no locomotives)									
Midland Valley Railroad									
—	106-109	1500	GM-EMD	GP7	B-B	61,490	245,950	1953	12
Wichita Union Terminal Railway (owns no locomotives)									

Notes on Kansas Shortlines

Rosters are based on data from KCT's master mechanic; MP's assistant vice pres., engineering; H&N's traffic manager, and VC's vice pres. and gen. manager. It is accurate as of the fourth quarter, 1967. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which is a route length less than 400 miles. Locomotive Builders: GM-EMD, General Motors-Electro Div.; GE, General Electric; Alco-GE, American Locomotive Co.-General Electric; Alco, American Locomotive Co.; GM-EMC, General Motors-Electro Motive Corp.

(1) GCW 101 sold to Ventura County Ry. 5/62, renumbered 3.

(2) GCW 202 was originally Chicago Short Line 201, then GCW 202 (5/62).

(3) H&N 3 bought from Kansas City Public Service Co. 3/59.

(4) H&N 2 bought from St. Louis Pub. Serv. Co., 1928. Scrapped in 1962.

(5) KCPSFO ? was originally Berrica Arsenal ?, then U.S. Army ?, then Columbia Steel & Shafting Co. ?, then KCPSFO ? (8/60).

(6) KCPSFO 1 was originally Joplin-Pittsburgh RR. 2003; then Fort Dodge, Des Moines & Southern 501; then Sonken-Galanka (not used) (12/56); then Kansas City & Westport Belt (KCPSFO) 1 (7/57). Donated to Museum of Transport.

(7) KO&G 97-105 were originally KO&G 801-809, then 97-105.

(8) KO&G 753-754 were rebuilt to GP18's 700-701, renumbered 570-571. Nos. 753-754 were F7A's.

(9) KO&G 844-845 were originally 751-752. No. 845 was traded to GM-EMD for MP GP35's.

(10) KO&G 846B-847B were originally 755B-756B.

(11) KO&G 1027 was originally KO&G 1001.

(12) MV 106-109 were originally 151, 154, 152, 153. Nos. 152-153 were rebuilt to GP9M's in 1958. Ownership of MV was assumed by T&P 4/1/67, so MV units now belong to T&P.

(13) KCT 40-44, 50-51, 54 sold to Polarized Steel 8/12/64.

(14) KCT 55, 60 scrapped 3/64. No. 56 scrapped 8/64.

(15) KCT 61 was rebuilt 12/5/52 with 800 hp, 56,890 lbs. of tractive effort, and 230,915 lbs. weight.

GREAT NORTHERN ROSTER NOTES

Our Feb. '68 issue carried a diesel locomotive roster of Great Northern Railway, accurate as of Aug. 1, 1967. Sy Reich compiled it from data supplied by officials of the GN, Anaconda, Alco Products Truax-Traer Coal Co., Anaconda Aluminum, SP&S, Hyman-Michaels' Duluth Iron & Metals Div., Northern Indiana Public Service, A.J. King Lumber Co., and Paper, Calmenson & Co. Due to an oversight for which Sy Reich was not responsible, his GN roster notes were left out of our Feb. issue. We now remedy that situation by printing those notes, as follows:

(1) 10 was scrapped 3/2/67.

(2) 25 was scrapped 3/2/67.

(3) 50-51 were originally 5200-5201. No. 50 was sold to Donovan Construction Co., renumbered ?; then Morse Bros., Machinery, renumbered ?; then to Craig Mt. Ry., renumbered 50. No. 51 was sold to Iron & Steel Products, renumbered ?; then to Bateson Stolte, renumbered 5201; then to Smoky Mt. RR., renumbered 440; then to A.J. King Lumber Co., renumbered 440.

(4) 75-76 were originally 5101-5102 (1st). No. 75 was sold to Traux-Traer Coal, where it was not numbered. It was scrapped in 1961. No. 76 was sold to Northern Indiana Public Service, renumbered MF27.

(5) 77-79 were originally 5103-5105. No. 78 was sold to NJPS, renumbered MF12. No. 79 was sold to Truax-Traer Coal, where it received no number.

(6) 100 was originally 5101 (1st), then 5300, then 100. Rebuilt in 1955 by GM-EMD to an SW1200 with 1200 hp, class SW-4. Weight and Tractive Effort shown are as rebuilt.

(7) 101 was originally 5102 (1st), then 5301, then 101. Rebuilt in 1953 by GM-EMD to an SW8 with 800 hp, class SW-2. Weight and t.e. shown are as rebuilt.

(8) 102-131 weer originally 5302-5331. No. 111 was sold to Anaconda Co., renumbered 100, then U926.

(9) 132-133 were originally 5332-5333. Nos. 132-133 were sold to Paper, Calmenson, and scrapped.

(10) 134-136 were originally 5334-5336.

(11) 137 was originally 5337, then 137. Converted 8/4/64 to caboose X-177.

(12) 138 was originally 5338, then 138. Converted 5/64 to transfer caboose X-178.

(13) 139 scrapped. 140 converted 5/64 to transfer caboose X-179. No. 141 sold to Paper, Calmenson, 8/19/63, and scrapped. 142 converted 8/4/64 to transfer caboose X-180. No. 143 scrapped. No. 144 sold to Duluth Iron, 8/19/63, and scrapped.

(14) 174-181 were originally 5400-5406, then 175-181. Nos. 175-178 were traded to GM-EMD, 2/65-3/65, for GP35's. No. 181 sold to Anaconda Aluminum 8/30/65, renumbered 100.

(15) 182 sold 2/26/60 to Western Dominion Coal Mines. 183-185 scrapped.

(16) 200-201 sold to Spokane, Portland & Seattle 2/16/63, renumbered 63-64. They were traded to Alco Products in 1965. No. 201 (SP&S 64) was resold to Louisville & Nashville, renumbered 104. No. 201 scrapped 1/16/64. Nos. 202, 204-208, 210-226 sold to GE 1963-'65 in trade for U25B's. Nos. 231-232 sold to SP&S, 4/1/59, renumbered 83-84.

(17) 500-509 were originally 500A-501A, 500B-501B, 502A, B, 506-509, then 500-509. No. 504 was scrapped.

(18) 510-512 were originally 510A-512A, then 510-512.

(19) 723-727 were rebuilt from 250B, A, 251B, A, 401C.

(20) 733-734 rebuilt from 432C, D.

(21) 900-915 rebuilt from 249B, 253A. B, 255A, 400B, C, 410B, C, 412B, 414B, C, 418B, 422B, C, 424C, 426C.

(22) 2000-2035 rebuilt from 402A, B, C, D, 404A, B, C, D, 406A, B, C, D, 408B, C, D, 416A, B, C, 412D, 426D, 403B, 418C, 248A, 414A, D, 255B, 401D, 400A, D, 403A, 405A, C, D, 410D, 428A, 249A.

(23) 2500-2508 rebuilt from 202, 204-208, 210, 223, but not in that order.

(24) 2509-2523 rebuilt from 211-222, 224-226, but not in that order.

(25) 2524-2529 rebuilt from 277A, 278B, 279B, 310A, B, C, but not in that order.

(26) 3000-3016 rebuilt from 248B, 401A, B, 405B, 408A, 412A, 418A, 420D, 422A, D, 424A, B, D, 426A, B, 428C, D, but not in that order.

(27) 3017-3025 rebuilt from 247A, B, 256A, 258B, 416D, 420A, B, C, 472A, but not in that order.

(28) 3026-3040 rebuilt from 175-178, 256B,257A, B, 258A, 357C, 403C, 403D, 410A, 412C, 418D, 428B, but not in that order.

(29) 320-325, 400-407 rebuilt from 350A, C, 351A, 354A, C, 357B, 359A, 362B, 368A, C, 430D, 432A, 434A, C, but not in that order.

(30) 408-417 rebuilt from 259A, B, 434D, 436A, 444A, 470A, but not in that order. Additional units will be traded in for these and 326-333.

(31) Ten units will be traded for 200-209 (2nd).

(32) 278A, B, 279B, A were originally Alco-GE demonstrators 1602A, B, C, D.

(33) 363A, C were formed with 504B to become 363A, B, C.

(34) 438A, B, C, D converted to an F5 by GN.

(35) 440C, 442B, C sold to SP&S, renumbered 207-209, then traded to Alco for new SP&S power.

(36) (B-B)x(B-B)

(37) (B-B)x(B-B)x(B-B)

(38) (B-B)x(B-B)x(B-B)x(B-B)

(39) (FTA)x(FTB)x(FTA)

(40) (F5A)x(F5B)x(F5A)

(41) (F7A)x(F7B)x(F7A)

(42) (FA-2)x(FB-2)x(FA-2)

(43) (FTA)x(FTB)x(FTB)x(FTA)

(44) (F3A)x(F3B)x(F3B)x(F3A)

(45) (FA-1)x(FB-1)x(FB-1)x(FA-1)

(46) (F7A)x(F7B)x(F7B)x(F7A)

DESPITE the recent increase in the rate for first-class mail, the Post Office Department continues to hamstring rail passenger business by cancelling RPO contracts. One victim is a rather small railroad: the Kansas City Southern, route of the *Southern Belle*. After being forced to take off all its RPO cars, KCS is reluctantly dropping its Kansas City-New Orleans name-trains, another pair of KC-NO runs, and a pair operating between Shreveport, La., and Port Arthur, Texas. The House Interstate Commerce Committee is being asked by Rep. Joe Skubits (R., Kan.) to investigate the cancellations of rail-mail contracts and what effect the wholesale discontinuance of passenger trains is having on the nation.

The Post Office plans to eliminate airmail as a separate service and when applicable will send all first class letters by air at the new 6-cent rate, according to Postmaster General O'Brien.

O'Brien says that for all purposes the Post Office already is sending nearly all long-distance, first-class mail by air. "Very little of this is sent by rail. We have what closely approximates a total airlift service now."

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- A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!
- Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

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Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

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We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

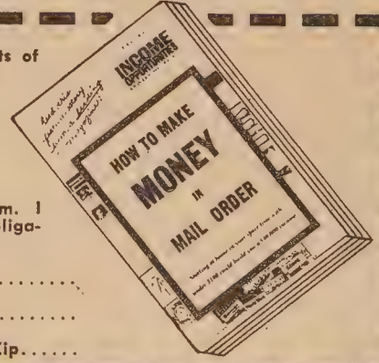
If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

Mail Order Associates, Inc., Dept. 64
Montvale, New Jersey 07645

Rush Coupon for FREE BOOK!

plus reprints of Mail Order articles



Mail Order Associates, Inc., Dept. 64
Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

Name .....

Address .....

City .....State.....Zip.....

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
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ENGINE PASS (N.Z. RYS.), Leitch	$ 2.95	($ 2.70)
STEAM IN '60's, Ziel and Foster	$10.00	($ 9.50)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
THE LUCIUS BEEBE READER	$ 7.95	($ 7.55)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
NC&StL: HISTORY, STEAM LOCOS, by Prince	$12.00	($11.40)
CLOUD-CLIMBING RAILROADS, by D. Neal	$ 6.00	($ 5.70)
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GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 4.95	($ 4.70)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)

Chateaugay RR. No. 12, a 3-foot-gage Dickson 4-4-0, displays triple coupler pockets for switching standard-gage cars in Plattsburgh, N.Y., yards. Seen at Lyon Mountain, N.Y., in 1880. From *Delaware & Hudson* book by Jim Shaughnessy

1875
1933
FINAL EXCURSION TRIP
- Souvenir Ticket -
Issued to.
Freeman H. Hubbard
Good for One Round Trip Fare
between all stations
SATURDAY - APRIL 15, 1933
Completing 58 years of service since the first train drawn by the new wood-burning locomotive, "A. G. Dewey" entered Woodstock on the second day of the Windsor County Fair, being September 19th in the year 1875.
No. 15
General Manager

Woodstock Railroad name was omitted from the tickets issued for the farewell run.

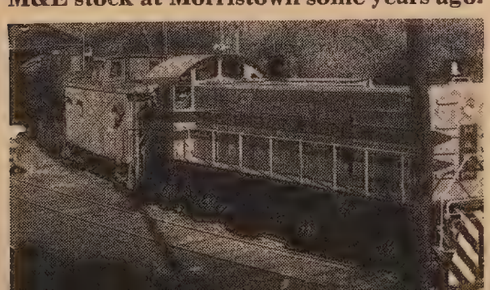
Books of the Rails

OVER THE HILLS TO WOODSTOCK, by Edgar T. Mead, Jr., 44 pages, 5½x8½", hard covers, illustrated; Stephen Greene Press, 120 Main St., Brattleboro, Vt.; $3.50.

Famous out of all proportion to its 14-mile length, Vermont's Woodstock Railway was a shortline beloved of railfans and model builders, passengers and shippers, during its life span from 1875 to 1933. It never had a passenger fatality, though Mead says the prospect of riding a train over the Queechee Gulf bridge, 163 feet above water level, scared many passengers. Mead tells the Woodstock story in concise and interesting form. His book is well organized, with a good selection of photographs, a map, a roster, and timetables. It is printed on fine coated paper.

Freeman Hubbard, then as now editor of *Railroad Magazine,* rode the engine cab on the last Woodstock train, April 15, 1933, and made the final run a chapter in his first book, *Railroad Avenue.* Mead's work includes one of the photos Hubbard took on that occasion. The Mogul used, our editor maintains, was the last locomotive in North America, if not the world, that had the name of its engineer, in this case H. H. Paine, painted on the outside of the cab—a fact which gave the old Woodstock unique status in rail lore.

Homer Hill, 36 Pill Hill Rd., Bernardsville, N.J.
M&E stock at Morristown some years ago.



MORRISTOWN & ERIE RAILROAD, by Thomas Townsend Taber III, 68 pages, 8½x11", hard covers, illustrated; Railroadians of America, Inc., 761 West Inman Ave., Rahway, N.J.; $6.95.

Another shortline well-known outside its area is the M&E, still very much alive and hauling freight between Morristown and Essex Fells, N.J. In recent years it has assumed national renown as the right-of-way for the Morris County Central steam-powered tourist attraction, operating over the M&E between Roseland and Whippany. Its story is told in this well-executed book, using a choice selection of photographs (including shots of 2-4-0 No. 7, a favorite of railfans, but now scrapped) and two maps. Tickets and timetables are also reproduced. Taber secured the interest and co-operation of M&E officials, including president Andrew L. Cobb III, who wrote the foreword, and thus has been able to present an incisive and dependable view of the line's history and operations. Passenger and freight service receive nostalgic attention. So do, for example, the rail-busses tried out for economical passenger service in the 1920's, and the company's tribulations with freight cars bought for interchange. Coated paper, fine picture reproductions, and clear typography, plus a compelling and definite history, commend this volume to shortline buffs, steam enthusiasts, students of local history, and even diesel fans, for the M&E today is using brightly-colored Alco units. A roster is included.

DELAWARE & HUDSON, by Jim Shaughnessy, 488 pages, 8½x11", hard covers, illustrated with photos, maps, charts; Howell-North Books, 1050 Parker St., Berkeley, Calif., 94710; $15.

Here at last is a comprehensive popular history of the "Bridge Line to New England and Canada," the Delaware & Hudson. Few railways could have a more interesting background. The D&H began as a canal company in the 1820's to transport the coal it mined. It turned to railroading when the iron horse outmoded the towpath mule. The D&H waterways continued to function, however, until just before the 1900's. The company also had a hand in steamboat service on New York State Lakes Champlain and George. So steamboat hobbyists can join rail buffs in lining up at the nearest bookstall.

Jim Shaughnessy, whose railroad photographs have been appearing in our magazine for years, achieved wide recognition with his book, *The Rutland Road,* a consistently good seller. His latest work is likely to gain even wider acceptance. Handled in the same style as the previous work, it embodies the kind of history that railroad-oriented readers want, without becoming too technical.

FREE FACTS *mail coupon* on how to become a

GAME WARDEN

FISH-WILDLIFE MANAGER
FORESTER, GOV'T. HUNTER
or Aid or Assistant Type Positions That Require Less Formal Ed[illegible]

APPROVED for VETERANS under new G.I. bill

Don't be chained to desk, store counter or factory machine. Enjoy an outdoor life with the *extra* rewards of hard muscles, bronzed skin, vibrant good health. Sleep under pines! Catch breakfast from icy streams! Feel like a million—and *look* like it, too! Easy home-study plan prepares you now for an outdoor man's dream career in Forestry, Wildlife & Soil Conservation. Plan to live the life you love. Rush coupon for FREE "CONSERVATION CAREER KIT"—jam-packed with exciting facts about your future in Conservation.

THRILLS AND ADVENTURE

Every day is a new adventure for the man in Forestry & Wildlife Conservation. You may hunt mountain lions, coyotes and wildcats—parachute from a plane or land in a helicopter—aid animals marooned by fire or flood—or save the life an an injured hunter. Adventure, public service and good pay—almost like a vacation with pay!

GOOD PAY! SECURITY! NO LAYOFFS!

Although not connected with the Government, we show you how to seek out exciting job openings in your state and other areas. Age limits 17 to 45, sometimes older on luxurious private Game Farms & Hunt Clubs. Many accepting applications now! Most Conservation Careers combine permanence with fine starting pay and regular advances. No layoffs because of slow business. No worry about your pay check. A pension may assure you a good income for life. Living costs are low, too!

PROTECT FORESTS and WILDLIFE—ARREST VIOLATORS!

To guard and protect our forests, fish and wild game, Game Wardens are empowered to enforce the Conservation Laws and arrest violators. Positions of prestige and authority! Other exciting activities include supervising fire patrols and reforestation projects, banding wildfowl, inoculating wild game against disease, etc.-a never-ending campaign of protection for our great national resources.

VACATION JOBS—

a wonderful way to get started!

Make valuable contacts and "learn the ropes." No special training or experience needed. Students can prepare now for next vacation period.

500,000 NEW JOBS

A national weekly news magazine recently stated that according to government studies and forecasts job opportunities in the outdoor field are due for rapid increases in the years just ahead. Estimates range as high as 500,000 new jobs by 1980 in operation and management of public and private recreation areas. Special skills and training will be needed by people to fill sub-professional jobs. North American graduates are working *right now* in outdoor positions of responsibility in almost every State. You, too, may already have the basic talents for an exciting outdoor position. Find out all about it now. Mail the coupon today!

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If you're an outdoor man at heart, get the facts on exciting career opportunities in Conservation for you. Send for **FREE "CONSERVATION CAREER KIT"**, including 20-Page Conservation Career **Fact Book**, self-scoring **Aptitude Quiz**, 3-month subscription to **"Conservation Topics"**, plus exciting report **"JOBS FOR SPORTSMEN"**—How & Where to Get Them." No cost, no obligation, now or ever. No salesman will call. Rush coupon today!

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NAME_____ AGE_____
ADDRESS_____
CITY_____ STATE_____ ZIP_____

(Approved for Veterans under new G.I. Bill)

Kingfisher **was name of this British Rys. 4-6-2, snapped by Mike Eagleson, Aug. '66.**

The D&H's corporate development is fully stressed yet done in narrative form. In fact, the volume is one we found difficult to lay down after we had started reading it. Here is an American saga: the beginning as a canal, introduction of the flanged wheel on iron rails even before the steam locomotive (on the Honesdale gravity road), the *Stourbridge Lion* (one of the earliest locomotives in the United States), the rise of rail operation, the long and slow demise of canals, expansion during the 19th century, the men who presided over the D&H empire, L. F. Loree's leadership in developing experimental steam power, survival of the system through the U.S. Railroad Administration of World War I, hard times during the Depression of the '30's and private operation during World War II. Also the culmination of D&H steam locos, the Challengers and their modern kin, and, finally, dieselisation and recent times.

The text is pleasing; so are the photos, maps, and charts. There are 625 illustrations, including pictures of the canal and early rail lines. Here are views of that original roller-coaster, the gravity railroad; all the experimental D&H steam locos; steamboats under D&H operation, and trolleys in the Albany, N.Y., area, with which the D&H was less successful.

Pictures are chosen for clarity as well as subject, and include few pseudo-artistic photos, for this is a documentary rather than a mere impression. Heavy coated paper and good typography bring out the best in this the definitive work on the Delaware & Hudson. Like the frosting on the cake is a roster of D&H power, compiled by Richard Cooper.

ENGINE PASS: *New Zealand Railways*, by D. B. Leitch, 184 pages, 5½x8½", hard covers, illustrated; Reeds, 182 Wakefield St., Wellington, New Zealand; $2.95.

Not a history book, not a novel, this engrossing collection of tales comprises the author's experience as an active New Zealand railfan. Anyone who has ever been treated to a cab ride or longed for such a thrill should feel kin to David Leitch. As he states: "The reader will not find in these pages details of the number of rivets on the tender of a Ka, nor the date on which every little section of track was laid. I hope that, instead, the reader will join me for a pleasant amble over a number of lines, both sleepy branch and busy main, and for a very few serious discussions and a large number of pleasant and at times nostalgic looks at, and trips on, the locomotives and trains of the New Zealand railways."

He writes an easy, lucid, suspenseful narrative; his command of language is well suited to giving word-pictures of situations and experiences. His prime fascination is with the giants of New Zealand's steam engines, but he does not overlook diesels, electrics, or railcars. There are many satisfying photos.

Pen Pals Wanted

Paul Willis, Woodcrest, Rifton, N.Y. 12471, wants to hear from those interested in trolley models and museums.

John Paar (9), 149-15 46th Ave., Flushing N.Y. 11355, wants to hear from railfans around his age.

Jord. Ibanez, Calabria, 161, Barcelona 15, Spain, will correspond and trade photos with persons interested in tramways.

Cathie Butterworth, 1007 Lawrence Dr., Columbus, Ohio 43207, member of Ohio Ry. Museum, wants to learn of activities of other museums and their members.

Mrs. Ashford Sayre, 4406 Lincoln St., Parkersburg, W. Va. 26101, buys and swaps picture postcards.

Richard Paige (23), 715 Meridian St., Extn., Groton, Ct. 06340, wants girl pen pals interested in train-watching.

Karen George (19), 924 E. Ridge St., Conway, Pa. 15027.

Alicia Veliz (16), Maple Ave., Castalia, Ohio 44824.

Mrs. Frank Bardauskis (35), 4631 S. Troy St., Chicago, Ill. 69632.

Peggy Sewell (15), Rte. 1, Box 48, Sweeney, Tex. 77480.

Gayle Ewing (20), 1017 D St., Fairbury, Neb. 68352.

Sharon Kruse (23), 704 Koenigstein Ave., Norfolk, Neb. 68701.

Glenna Kerber (19), 2000 S. 4, Norfolk, Neb. 68701.

Judy Tucker (15), 2030 Quincy Ave., Ogden, Utah 84401.

Sharon Pratt (16), 921 N. 20th, Escanaba, Mich. 49829.

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Paula Groening (17), 57 Quigley S.W., Grand Rapids, Mich. 19507.

Mary Oppenneer (17), 1627 Leestma S.W., Wyoming, Mich. 49509.

Diane Snyder, c/o Linda Scalisi, 5 Woolard Ave., Colonie, N.Y. 12205.

Allen Carr, 1111 Taylor Dr., Folcroft, Pa. 19032.

Mrs. Rica Kt. Sague (26), 381 Calon St., Cebu City, Philippines.

Dave Hinkley, 362 Daly St., St. Paul, Minn.

Wilda Smith, Box 217, Benkleman, Neb.

Kathy Krapf (14), 17 Harriet St., Albany, N.Y.

Penny Smith (15), 57 Trinity Rd., St. Johns, Enderby, Leicester, England.

Benjamin Gelsano, Caridad St., Matalom, Leyte, 322, Phillippines; also Miss Cerena Gelsano, Mrs. Alecia Gelsano, Miss Natividad Gono, and Miss Rosita Alinsob, all of same address.

Barbara Boyd (17), Box 17, Lee Master, Va. 24626.

Will and Walt Kelly, identical twins (35), Box 15049, St. Louis, Mo. 63110.

Karen Campbell (16), 3506 11th Ave., Council Bluffs, Iowa 51501.

Deloris Dickson (30), Rte. 3, Box 390, Hayward, Wis. 54843.

Glenda Gay, 403 West Brook Av., Brandon, Fla.

Frances Burnley (17), Rte. 1, Box 113, Buckingham ,Va. 23921.

Carole Kilpatrick (24), 308 N. Warner St., Bay City, Mich. 48706.

Sharon Norlin (17), 1612 First Ave., Escanaba, Mich. 49829.

Doris Merkel (16), Fairhope, Pa. 15538.

Connie McMahan (19), Rte. 1, Bock Lane, Baden, Pa. 15005.

Mike Cox (33), 319 Illinois, Mattoon, Ill. 61938.

Rosemarie Ferri (14), 1558 S. Angeline St., Seattle, Wash. 98108.

Sandra Smith (14), 1650 S. 44th St., Kansas City, Kan. 66106.

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Richard Harri (16), 114 Rowand St. Fort William, Ont., Canada.

Weird New Sonic Lure Caught Fish Like Crazy!

By Lyman Walton, Co-Inventor
As Told to Paul Stag
The Weekend Fisherman

Think of it! My new VIBRATING LURE gives loud, GURGLING, SPLASHING, BUBBLING sounds as you skitter it along the surface of the water! Sends out up to 200 vibrations every minute underneath that water! Looks COMPLETELY UNLIKE ANYTHING THAT ANY FRESH WATER FISH HAS SEEN BEFORE.

And has already used this weird sight and weird sound and weird sonic vibrations — in one of its very first Summer trials — to lure fish into attacking it so savagely that they actually knocked it out of the water. Hauled in trout, bass, muskie, walleye, and pike, even when other lures had caught little or no fish right next to it! Heres why —

THIS IS AN ARTIST'S CONCEPTION OF THE VIBRA-BAT LURE AND IT'S SONIC EFFECT UNDER WATER! I believe it to be irresistible to fish! Try it entirely at our risk!

CAUGHT! 120 FISH IN ONE HOUR!

Yes! Imagine that YOU were there — at Cattail Lake, Illinois, on August 20, 1961. A hot summer day! A beautiful stream-fed pond — 90 by 60 feet wide! Fishermen trying lures, flies, natural bait! But despite the fact that this is a stocked trout farm with no limit, there is only an occasional strike. It looks like a wasted day!

And then, three die-hard friends decide to try their luck with me! We start to cast from the edge of the water. At the end of our lines is an **ENTIRELY DIFFERENT LURE** — a weird little metal monster that casts like a bullet and flutters back through the water like a drowning bat!

EVEN EXPERIENCED FISHERMEN WATCHED IN AMAZEMENT!

Almost at once **THAT QUIET WATER EXPLODES INTO ACTION!** The first strike causes a shout of excitement! And then a second strike! A third, fourth, sixth, seventh, eighth! Beautiful rainbows and browns still shimmering from the water — being pulled in at the rate of more than one every minute!

Now the water is almost exploding with fish striking! Sometimes four and five trout savagely attack one lure at the same time! Fifty — seventy — ninety fish are caught and released! People along the shore stop to watch the spectacle!

In one short hour, we have caught and released 120 fish! All **WITH** the very same weird little lure that can go to work for you next week, without your risking a penny!

WHAT'S THE SECRET? UNDERWATER SONIC VIBRATIONS!

Why did this bat-shaped lure catch fish by the stringer-full — even after ordinary lures, and natural bait have caught little or nothing? For this simple reason —

Meet Lyman Walton — a direct descendant of Isaac Walton and co-inventor of the amazing VIBRA-BAT LURE.

Because this lure gives off unique **GURGLING, BUBBLING, SPLASHING SURFACE NOISES** — plus up to 200 sonic vibrations every minute underneath that water — that I believe **FISH FIND IRRESISTIBLE!**

Yes! I am certain that sonic pulsations are the answer to every fisherman's prayer. I have studied the Navy Fish Biologist reports about the sounds fish make between themselves in the water! I have seen fish follow the propellers of a boat as though they were hypnotized by the sound!

And I have always believed that if I could take those gurgling, bubbling, splashing surface sounds and underwater vibrations — that actually seemed to **CALL FISH TO THEM** — and build that sound into a "Vibrating Lure" then it could haul in eye-popping catches, even where ordinary lures had caught little or nothing at all! Even in hard-fished waters where the wise old fish run away from ordinary lures!

JUST READ THESE FISH-CATCHING ACHIEVEMENTS! TRY IT AT OUR RISK!

Yes! Research showed me that lures, like fish, create Sonic Vibrations in the water by their movements! So I have designed a lure that I estimate **FLUTTERS THROUGH THAT WATER UP TO 200 TIMES A MINUTE!** Wing-shaped — bat-like — **JERKING AND FLUTTERING MADLY THROUGH THAT WATER — SENDING OUT IRRESISTIBLE SONIC WAVES — GURGLING, SPLASHING, BUBBLING SURFACE SOUNDS THAT TRAVEL THROUGH WATER IN EVERY DIRECTION, AT THE RATE OF 4,760 FEET EVERY SECOND, THE ACTUAL SPEED OF SOUND UNDER WATER!**

No wonder this **"VIBRA-BAT"** lure caught a 10 pound 7½ ounce Northern on one of its first tests — only moments after it hit the water — hauled in six bass in sixty minutes in another test, all 2½ pounds or larger — pulled in perch by the dozens in a third test at Belmont Harbor, Illinois, even after live bait and lures had scarcely a strike, and **CONTINUED** to land so many fish, so quickly, **THAT FISHERMEN WATCHED IN AMAZEMENT!**

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SPECIAL NOTICE

Harrison Industries has told on this page the amazing story of the **VIBRA-BAT** as related to us by Lyman Walton.

We have received signed statements from Lyman Walton and other fishermen that these facts are correct.

Incidentally—the words "Gurgling—Splashing—Bubbling" are Walton's particular translation of the weird sound. Actually no two fishermen would agree on a description of this sound. But you will agree on its amazing results, or your money back!

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NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

Milwaukee Road "Little Joe" 2-D-D-2 electric loco, built in 1948 for Soviet Union but never sent there, on *Olympian Hiawatha* in Montana Canyon. Courtesy of CMStP&P Railroad

HOBBY CLUB

conducted by Sy Reich

RAILFANS are dismayed to learn that the Canadian National has asked permission to abandon passenger service on its Souris, Georgetown, and Murray Harbor trains on Prince Edward Island—among the last leisurely routes of their kind.

Sy Reich

In planning the routes in 1871, the colony's legislators insisted that the rails run through their own constituencies and past the farms of their most dependable supporters. The contractors, for their part, avoided expensive engineering challenges like hills and rivers. Thus, though Murray Harbor is only 30 miles from Charlottetown as the crow flies, train 232 meanders along 87 miles of tracks, and takes 5¼ hours to do it. It is still fondly called *The Blueberry,* since the stops often allowed time for passengers to pick a hatful of blueberries on the trip.

When most roads on the island were unpaved, the trains provided vital transportation through spring mud. In winter, St. Lawrence Gulf blizzards still block the roads—and often the rails, too. The Souris train has often been snowblocked in the back country. A few winters ago it was so long unreported that radio stations broadcast an appeal to find it. No one could dispute the CN's claim that withdrawal of the service is warranted. In four winter months the Souris train attracted only 18 paying passengers, the Murray Harbor train one, and the Georgetown train none at all! That earned the CN less than $50, against an estimated cost of $11,523.

Steam in Mexico

Despite persistent rumors to the contrary, big steam is not dead in Mexico, asserts Douglas M. Brown, 1616 Sawtelle Blvd., Los Angeles, Calif. 90034. Visiting Mexico City last July, he saw the 4-8-4's in service and noticed repair parts being installed: new tires, superheaters, pistons, cylinders, brass bearings, and flues.

And Jim Marcus, of 3058 Livingston Blvd., Cleveland, Ohio 44120, who was even more recently chasing steam south of the Rio Grande, says there are still 17 standard-gage 4-8-4's stabled in Valle de Mexico roundhouse, Mexico City, with at least five in road service daily. The roster includes Nos. 3025, 3027, 3029, 3030, 3031, 3033, 3034, 3035, 3036, 3038, 3039, 3040, 3049, 3051,

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A home-study program in association with Cleveland Engineering Inst.

3052, 3053, and 3056; a Consolidation, No. 1140, serves the yard.

The big Niagaras of Nacionales de Mexico are assigned mostly to local freight and work trains, with steep grades in the area demanding great tractive effort. They also are used as helpers northward out of Tula as far as San Juan del Rio. Some doubleheaders are still to be seen, though Jim saw them at night and was unable to photograph them.

"One or two cement trains a day go east out of Tula to Empalme," he says, "and have a terrific fight uphill just outside of town. More than ten cars means doubleheading the hill."

According to what Jim heard down Mexico way, steam will probably be around for another year at least. Railfans planning to visit Mexico for the 1968 Olympic Games will be able to photograph steam. You need permission to enter railroad yards but usually can get it at the Buena Vista main offices. Engine passes may be somewhat more difficult to come by, and it helps to make the acquaintance of an engineer, most of whom seem friendly to railfans. Evidently Mexicans are well aware that they are participating in the final act of the Steam Era in North America.

John E. Martin, 1249 Worthington St., Memphis, Tenn.

Nacionales de Mexico narrow-gage No. 270, a 2-8-0 with outside frames and counterweights, at Mexico City's San Lazaro yards, Oct. 1967.

The thrill of riding in a giant steam loco at high speed can hardly be surpassed, as just about anyone who has ever had the experience can tell you. Says Jim: "It's exciting to hang out of the gangway and watch those huge wheels rolling along and the rods pumping up and down. I had three rides on Niagaras in Mexico and took many pictures." On one, he had clamped his movie camera to the side of the trailing-truck to get a close-up of the drivers revolving. Having stopped at a station, he found that the door of the camera had come off, frustrating what should have been a sharp trick. He never found it. Who was it who said that an iron horse in action seems almost alive, almost possessed of soul and spirit? Here's one which evidently resented this too-intimate invasion of her privacy and did something about it!

"Near Chihuahua, I saw a 1925 Baldwin 2-8-0 on the 3-foot-gage El Potosi Mineral Railway. She was trundling ore hopper cars which have arch-bar trucks, no air brakes, and link-and-pin couplers. The rail appeared to be 50-lb. stock and looked like it came from an amusement park. An electric narrow-gage industrial railway was operating on the opposite side of the valley.

"My next stop was at the Western Railways at Culiacan. Here is a sugar-cane line with two former U.S. Army 0-6-0's. Operation is mostly during the sugar season, but occasional runs to Navolato are made with a few boxcars of freight at other times. These engines are serviced in the Pacific RR. shops, where you can still see both steam and diesel together.

"The Teyuitlan Copper Co. has two double-truck narrow-gage Shays, one built in 1909, the other in 1911. Only the former is active, the other suffering from a broken universal joint. This is a shortline connecting a smelter with a NdeM narrow-gage diesel-operated branch. At Vera Cruz, I turned juice-fan and reveled in the surroundings. Here a veritable museum was still in public operation. All cars were old-timers, including four-wheel Birneys and open 'toastracks,' which rode like a roller-coaster. There were no double tracks, all operation being one-way via loops."

How much longer all of this will last, we can't say. But probably not much longer. Nevertheless, big steam is still very much alive in Mexico—and so are some mighty old trolleys.

Along the Steam Trail

"Tweetsie" has gone diesel! Long a favorite haunt for steam fans, the East Tennessee & Western North Carolina recently concluded a trade with the Southern Railway whereby it received two Alco 1600-hp. diesels and the Southern got back two 2-8-0 steamers

NdeM No. 263 dominates this scene at San Lazaro roundhouse, with the "armstrong" turntable in the foreground. Notice the three matching domes on the engine.

Both photos by John E. Martin

Oldest loco in service on the NdeM narrow-gage is No. 67, a favorite of photographers. Here she is in service at San Lazaro yards, Mexico City, on Oct. 12, 1967.

Bud Rothaar, 757 Pierpont St., Rahway, N.J. 07065

Standard-gage Consolidation 1506 has finished switching and is seen heading for Aguas Calientes engine house for servicing before her next yard assignment. No longer in service, she burned oil, as do all Mexican steam locos. Note cylindrical tank.

which it had sold to ET&WNC in Nov. '52. Though the steamers, if properly kept up, were capable of maintaining Tweetsie's service, difficulties in obtaining repair parts and making major repairs had become too onerous. Southern, meanwhile, has recently begun to hearken to the call of fans for operable steam, and, to quote ET&WNC vice president E. Wilhoit, the deal was made with the understanding that the Consolidations would be "placed in museums or used in a manner that they will remain a symbol of the contribution this type engine made to the economy of our country during the period they were used." What better expression of the justification for saving what steam locos remain could be made?

Tweetsie 207 used to be Southern 630, built by Alco, while 298 was Southern 722, built by Baldwin, both around 1900. At this writing, we do not know the new Southern numbers. Each engine weighs 107 tons, is equipped with piston valves, Southern valve gear, and superheater, and can expect 49,000-lb. tractive effort. Doug Zimmerman, 108 Terrace Ct., Johnson City, Tenn., says No. 208 has a crack in her firebox, and repairs will probably cost about $20,000. No. 207 may run in excursions this summer, but both will need new flues in 1969. We hope the Southern management will renovate both engines.

One of the Reading's last steam locos, No. 2102, was sold to Steam Tours, Inc., of Akron, Ohio, which overhauled her, and will begin handling fantrips this spring, reports Jim Jeffery, 1420 Summit Blvd., Broadview Heights, Ohio, who helped in the overhauling. The present owners have already operated this engine on three short runs and put her on TV four times. If some misguided fan hopes to steal any of her parts for his own collection, he is out of luck. The 2102 is well protected against vandalism.

Info. on Wm. McDonald of Lapeer, Mich., whose foundry may have made some steam locomotives, is wanted by a grandson, George E. Tillitson, Rte. 2, Box 705, Vashon, Wash. 98070, who also wants any data on such locos.

Chicago & Alton had three 2-6-6-2 locos similar to the one shown on page 51 of our Feb. issue, writes R. H. Carlson, Box 9, Combes, Texas. They were Nos. 700-702, though the 702 was reportedly sold in December, 1910, shortly after having been delivered. "It is said to have become C&O No. 1290, but I have a photo of this engine and there are too many differences for her to be 1290, so where 702 went I do not know." Who can tell us?

Locomotive Notes is a mimeographed monthly news-and-notes sheet, usually

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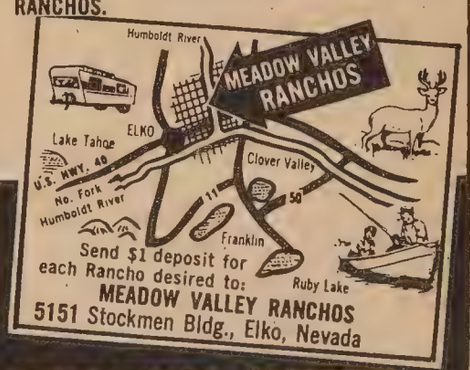

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several pages, containing rosters, railfan developments in brief, book notes, and similar interesting material. Supplements to Victor Koenigsberg's *U.S. Steam Locomotive Directory* also are included. Subscriptions are $1.50 per year for first-class mail, $1.25 for third-class, from Roy Linscott, Jr., Box 341, Natick, Mass. 01760.

Anent the recent furore over the *General* (Jan. *Railroad*), we quote from an editorial in Oct. '67 *Iron Horse News*, published by the Colorado Railroad Museum, Box 641, Golden, Colo.: "Museums over the country feel a bond of sympathy with the citizenry of Chattanooga, who forcibly kept the *General* recently. In other decades it was rather something to see the little relic . . . in the station there, proof that someone cared when the engine was about to be scrapped long ago. . . . Now that it's famous, those places [which never showed interest in it before] want to take the *General* away from Chattanooga. The people who never lift a finger to preserve something are too often ready to grab a relic after others have done the work of saving it. People of this kind are known among museums as 'looters'."

Reader Railroad, the last regularly-scheduled, all-steam, passenger-and-freight line in the U.S. operates its mixed train Tuesdays and Saturdays year round. During the season of heavy passenger traffic, April through Oct., this train runs Thursdays also. Trains depart from Reader, Ark., at 10:30 a.m. and arrive at Waterloo, Ark., southern terminus, at 12:30 p.m. Trains leave Waterloo at 2 p.m., arriving at Reader 4:30 p.m. Unlike most steam roads, this one is a common carrier.

Setouts and Pickups

"I am a recently retired Frisco roadmaster," writes L. D. Gardner, 316 Sunny Lane Drive, Jackson, Miss. 39204, "and would like a job building or maintaining track on a shortline, industrial railway, or museum line."

Adding to our comment about Alaska Railroad loco 1031 (page 66, Feb. issue), W.A. Gibson, Jr., 1638 Payne, Wichita, Kan. 67203, writes that this loco had been U.S. Army No. 8005, according to the plate on her cab. She bore Alco construction number 69424.

Anent our rosters of Illinios and Indiana shortlines, the Elgin, Joliet & Eastern No. 451, which became Youngstown & Northern No. 218, was sold to Gary Steel Works of U.S. Steel Co., where it became No. 80.

Unbeknown to most railfans, the University of Illinois still offers courses in railway engineering, and, indeed, grants degrees in Railway Civil Engineering. Wm. G. Richmond sent us a catalog which lists courses such as Railway Location and Operation, Urban and Regional Transportation, Railway Construction and Maintenance, etc. Young fellows contemplating rail careers would do well to investigate. Contact Mr. Richmond, P.O. Box 2425, Champaign, Illinois, or the university.

The *Elmira*, of the Erie-Lackawanna's abandoned Hoboken Ferry, pictured in January, made the last scheduled trip across the Hudson River in the evening of Nov. 22, 1967. Now Jeff Kovacs, 491 S. Park Dr., Perth Amboy, N.J., says she has been bought by Edward Wickburg and is being turned into a floating dinner-and-dancing establishment, to be moored at the Perth Amboy waterfront. She was built in 1905. Incidentally, the one diesel ferry on the Hoboken run was converted from steam in 1949-'50, not 1935, as we stated. She was known as the *Chatham* prior to conversion and as the *Lackawanna* since, says Raymond J. Baxter, 316 Ege Ave., Jersey City, N.J. 07304, and her short stack as a diesel made her easy to identify.

Last train on the Lehigh Valley's Cortland-Canastota (N.Y.) branch operated last Dec. 30th, but service may be resumed under new management. Even before actual abandonment, it had become apparent that the last run was not far off, so a group of local residents began a campaign to save at least part of the line for freight service and excursions. Hence, the Canastota & Cazenovia was incorporated in Mar. '67.

Together with an affiliate, the Cana-

stota Terminal Corp., the C&C has purchased a 7.7-mile section of the branch—once the Elmira, Cortland & Northern—for $137,000. A deal has been made for the New York Central to provide carload freight service to shippers in Canastota until the new line untangles legal red tape and operates on its own.

Fantrips are planned for this summer, using an Alco diesel, writes Eugene H. Blabey, C&C public relations director. Starting point will be Canastota, 16 miles east of Syracuse, with trips to Perryville. The line includes many curves and scenic spots and a 2 percent grade. Railfans volunteering to work on the line under expert supervision should contact L.J. Meloling, C&CRR Supt., 516 Delmar Pl., Syracuse, N.Y. 13208.

"The last Wabash F-7 streamlined diesel No. 674 ran through this city last June 20th on train SB-16 en route to be sold to the Canadian National," writes Michael Grogg of the Northern Indiana Historical & Technical Society, 7625 Worth Drive, Fort Wayne, Ind. "General Motors Diesel Ltd. built it in Canada in 1915 for the Wabash, which numbered it 1163A."

A 7-page all-time equipment roster of the Pine Creek Railroad, which includes 11 engines, 30 cars, several buildings, etc., is available at 35¢ from the railroadiana shop, New Jersey Museum of Transportation, Inc., Allaire, N.J. 07727.

Many readers send copies of *Railroad Magazine* to correspondents overseas. For example, Wiley McKinney, P.O. Box 4775, Atlanta, Ga. 30302, mails them to a railroad employee in West Australia. "Sending him a magazine takes 7 weeks," Wiley tells us, "but first-class mail takes only 5 days."

Railroad Life Magazine, sponsored by Preston L. Schoentube, 101 Palmer Ave., Staten Island, N.Y. 10302, but still in the planning stage, is the outgrowth of a column, *Along the Boomer Trail,* that he had for years in *Railroad Evangelist Magazine* of Indianapolis. Preston is a Pennsy freight conductor, a railfan, model railroader, and evangelist. Among other things, the proposed periodical would stress the restoration of railroad mail and passenger service and better working conditions for employees. It would carry reprints from Brotherhood and management publications. Preston wants to hear from anyone interested in such a magazine.

Names and addresses of former employees of the San Antonio & Aransas Pass, the "SaP" line, are wanted by F.W. Ober, 3718 Drake, Houston, Texas 77005, who proposes a reunion in June.

Save Covered Bridge!

The recent demise of two covered railroad bridges in Vermont leaves a total of 18 such bridges in the U.S. Only one remains in use in Vermont. That would have been razed, too, had it not been saved by the efforts of several public and private agencies.

Located at Wolcott, on the St. Johnsbury & Lamoille County RR., one of the Pinsly shortlines, the bridge was to have been replaced by a steel span in a program of improvments. The other two covered bridges on the line have been replaced, and the Wolcott structure has had a steel span built within it, leaving the covered bridge mostly intact but holding up only itself. Pinsly agreed to spare the venerable relic in this manner, provided somone else paid the $14,000 or so extra it would cost. The Vermont Board of Historic Sites put up $9,000 in state money while the Lamoille County Development Council, from whose executive secretary, Robert L. Hagerman, this information comes, has pledged to raise the balance of $5,000.

Readers who want to help may send donations to the Council, Box 577, Morrisville, Vt. 05661; make checks payable to the Vermont Board of Historic Sites. All donors will receive a printed leaflet giving details about the bridge. Donors of $10 or more will receive a small piece of timber from it, salvaged from parts

San Jose Historic Landmarks Commission

California's Peninsular Railway was opened in 1904, closed in 1943. Here is car 108 on the San Jose-Los Gatos main line around 1920. This and other equipment later became 1000-series of Pacific Electric. A work car is seen following No. 108.

George Strombeck, 1400 Wilder St., Evanston, Ill. 60202

Nearing its western terminal in Davenport, Iowa, "Silvis Rocket" (below) prepares to back up to Rock Island, Ill., in May 1966. (Right) Luxury is no longer to be seen inside of this old train.

removed to make way for the steelwork. In addition, donors of $20 or more will get an 8x10 matte photo of the bridge.

Unique Passenger Train

A passenger train not listed in *The Official Guide* is still running on the Rock Island Lines, reports George E. Strombeck, 1400 Wilder St., Evanston, Ill. 60202. Known officially as extras 1001-1002 and locally as the "Silvis Rocket," it has been making round trips daily and monotonously, Monday through Friday, between Davenport, Iowa, and Silvis, Ill., for 66 years.

Back in 1902, the Rock Island moved its main yards and shop facilities from Davenport to Silvis, 15 miles away. In answer to protests of Davenport citizens, the road agreed to transport its employees free of charge from the city to the new site beyond the Mississippi River. Oldtimers recall when a 17-car shop train was needed to handle the crowds; today three ancient coaches carrying the shop commuters trail behind jeep No. 738. These rust-red cars recall past glory. None has been maintained; springs and horsehair poke through green felt seats, the kerosene lamps are broken, and the coal stoves at both ends of each car are soot-blackened. This train does not depend upon full loads, a mail contract, Pullman service, or ICC regulations.

Although the Silvis Rocket is basically a convenience for railroad employees, other persons also may ride it for 25 cents each way. This is an interesting trip for railfans. If you drive an automobile, park it at the depot in Rock Island, Illinois, any week day; take a 4th Avenue bus to Silvis, arriving by 3:30 p.m., and board the odd train at some point between the two main shops. When the conductor, not garbed in blue, collects your quarter, say that you are just along for the ride and he will let you return to Rock Island at the end of the run.

Photograph by Bob Hagerman

Covered bridge at Wolcott, Vt., which your contributions may help to preserve (see item in this dept.), showing a St. Johnsbury & Lamoille County freight train.

Railroadiana

Recently, the British Columbia Railway Historical Society, Box 114, Victoria, B.C., Canada, reprinted some of its popular illustrated booklets, reports Elwood White, and now offers the following, all postpaid: *Victoria & Sydney Railway Story,* $1.75; *Shays on the Switchbacks,* $1.25; *Nelson Street Railway,* $1; *Canadian Forest Products,* $1, and *Kalso & Slocan,* 50¢.

Four large (17x22″) decorative maps are offered for $1 each, mailed in tubes, by Trans-Anglo Books, Main P.O. Box 2252, Los Angeles, Calif. 90053. Subjects are Pacific Electric in 1926, Santa Fe system in 1904, Denver & Rio Grande early in this century, and Great Northern, undated. Specify your choices.

An abandoned Erie Railroad depot at Leiters Ford has been renovated and converted to a railroad historical museum by civic-minded persons who moved the old building to a lot near a restaurant they own. They still need many more things for display, such as old train orders (both 19s and 31s), used or blank; also an old stylus, pencils, and other railroadiana. Readers who have such items may send them to Woodie McGlothin, Wilwood Cafe, Leiters Ford, Indiana 46945.

Retired Louisville & Nashville caboose 191 (built in April, 1926, at South Louisville) has been bought by Randall Roberts, president of Val-

paraiso (Fla.) State Bank, railfan and collector of Americana. In order to get the old caboose from L&N-served Crestview, Fla., to its final destination, the backyard of Mr. Roberts' home, it had to be disassembled into three parts for movement by trailer, then reassembled at site.

List of railroadiana is offered for a 6¢ stamped envelope by the National Museum of Transport, 3015 Barrets Station Rd., St. Louis, Mo. 63122. Included are jewelry, loco drawings, slides, postcards, cloth patch emblems, books, etc. A 16-page catalog of Museum exhibits, just published, is available for $1.

Corner of Hickory and Third is a booklet dealing with trolleys of the Syracuse, N.Y., area, and *Gone but not Forgotten* is a historic booklet on the defunct Marcellus & Otisco Lake shortline. Each is sold for $1.25, postpaid by Central New York Chapter of NRHS, Martisco Rd., Marcellus, N.Y. 13108.

Anyone have a private car for sale? Kenneth Souser, chairman of the board of New Hope & Ivyland RR., 123 S. Broad St., Philadelphia, Pa. 19109, is in the market for one.

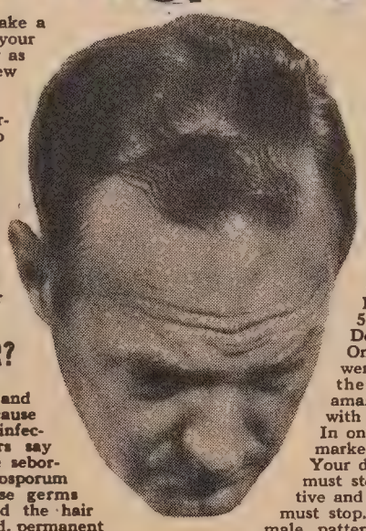
Estate of the late F. Nelson Blount wants to borrow 16mm. color movies of Blount, to prepare a film about his life and work for free showing at Steamtown. Persons willing to lend such films for duplication should query the F.N. Blount Estate, R.D. 2, Peterborough, N.H. 03444.

Opened with a flourish four years ago, a key rail link of 117 miles has become the jinx of the East African Railways system. The relatively short line, costing $5.6 million and connecting Ruvu with Mnyusi in Tanzania, is reported to have at least four derailments a month and as a result is often closed completely.

Enthusiasts in the Halifax Nova Scotia, area are forming a club devoted to the history and artifacts of railroading in Canada's maritime provinces, with a museum as a long-range goal. Details from Gary Pollock, 27 Guildwood Crescent, Spryfield, N.S., Canada.

A collection of railroad historical material, begun in 1927, is being offered for sale by Earl W. Atkinson, 224 Flor-A-Mar Terrace South, Gulf Harbors, New Port Richey, Fla. 33552. Earl, a former Pennsy signal and telephone installer, was a guide and historian at Eastern Railroad Presidents' Conference exhibit at the New York World's Fair, 1939-'40. Most of his items are books and folders; write him for details. ●

IS YOUR HAIR GROWING OR GOING?



Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?

CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald—needlessly—because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permanent damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

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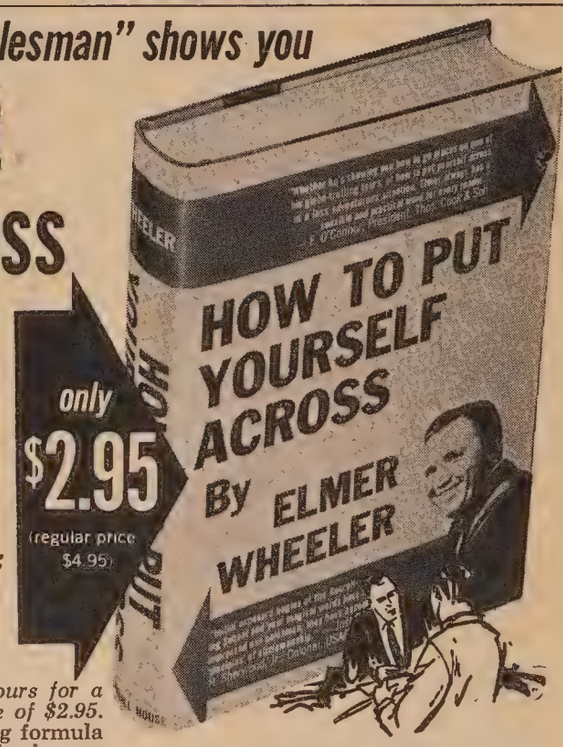

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• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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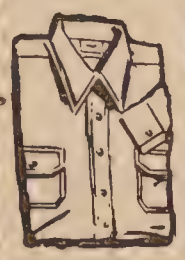

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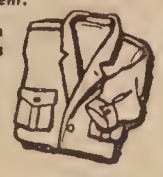

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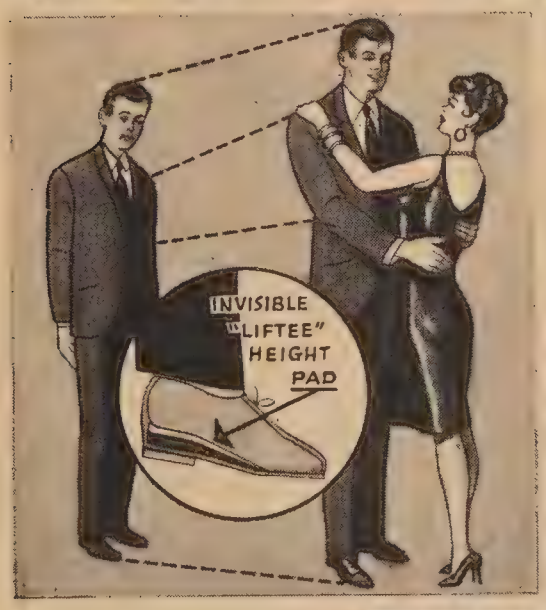

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BACK ISSUES OF RAILROAD MAGAZINE

Most issues from the past 2 or 3 years are still available. By mail, 60¢ each, postpaid. For current list, send 6¢ stamped, self-addressed envelope to

RAILROAD MAGAZINE, 205 East 42nd St., New York 10017

More than just a railfanette: Miss Joyce Byrd, Rte. 1, Box 896, Jay, Fla. 32565, occasionally runs 2-6-2 Baldwin steamer at T. R. Miller Mill Co., Brewton, Ala., under supervision of engineer Robert Rucker. Max W. Curran, East Brewton, Ala.

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use abbreviation: *tts,* (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

As this issue hits the news-stands, our May issue is closed. Entries for the June issue should reach us before March 8th. Address Sy Reich, *Railroad Magazine,* 205 East 42nd Street, New York, N.Y. 10017. (*Turn to page* 64.)

Edward S. Miller 155 Mill St., Pittston, Pa.

Bulldog on rails: Mack railbus from defunct Buffalo Creek & Gauley road, now owned by a railfan group, is seen here in Milton, Pa., at Mahoning St. crossing on the Reading RR., en route to Milton sesquicentennial, June '67.

Amazing New Paint Applicator Covers 468 Sq. Inches in 3 Seconds

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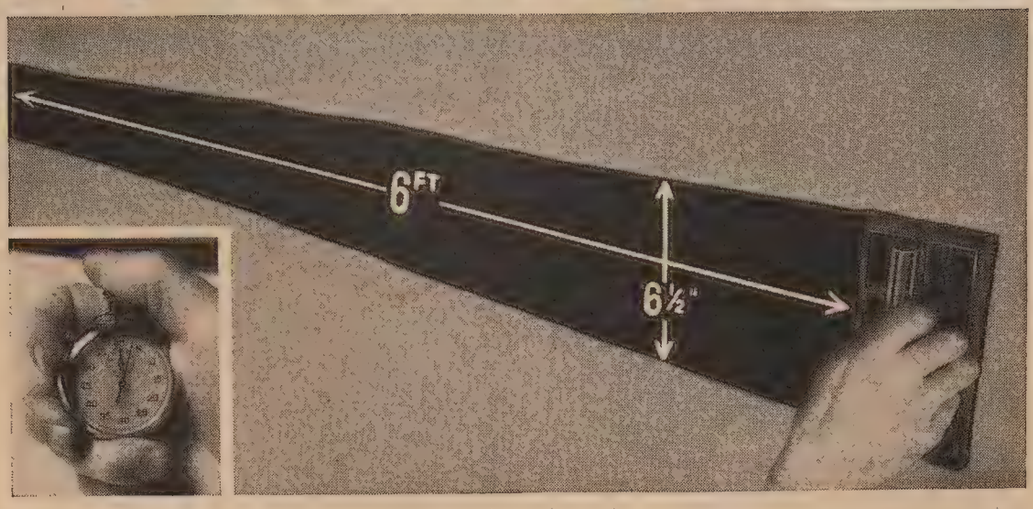

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FROM ROCHESTER, NEW YORK COMES NEWS of a revolutionary new indoor-outdoor applicator that does painting jobs easier, better and in half the time!

There's no more hard work brushing back and forth with an old-fashioned paint brush. No more splatter and bubble finish with a roller. Now there's a revolutionary new paint applicator that spreads paint so fast, so smoothly and so easily it makes everything else out of date.

Called Immie, this amazing new lightweight applicator is already being used by professional painting contractors and thousands of home painters. You "dip" it about one third as many times. It stores up vast quantities of paint . . . spreads it so smoothly, so evenly, so expertly it makes paint spread way farther. Doesn't hold back paint in bristles as a regular brush does. Releases ALL of it. But most amazing is the incredible speed it makes possible. It spreads a strip 6½ inches wide and 6 feet long in just 3 seconds.

Immie is fantastic on any surface including rough shingles and curved mouldings! Covers completely like lightning. And with Immie there's virtually no dripping, no spatter, no mess!

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First, a giant coverage applicator, 6½ inches wide, with over 700,000 tiny fibers to "wipe" paint on and whip through house, roof, floor, even shingle painting in as little as half the usual time.

Capillary action of up to 700,000 tiny fibers from the soft underbelly of the Angora Goat "wipe" paint on... reach into microscopic indentations, pock-marked concrete, deep grooved shingles, contour to curved surfaces, wrap around radiators and fence posts!

Second, a pure angora 4½-inch applicator with almost 400,000 tiny fibers that glide through indoor wall and ceiling painting. Third, a 3½-inch applicator with almost 250,000 tiny, soft angora fibers to give "professional" finishes to stairs, furniture, coffee tables and this is just part of this amazing applicator bargain.

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Whether you're painting a chair or a ceiling, an IMMIE applicator doesn't spatter. Virtually dripproof, too! To make it drip, you have to make it take up an excess of paint.

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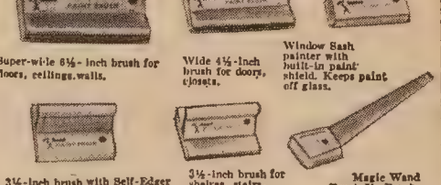

Super-wide 6½-inch brush for floors, ceilings, walls.

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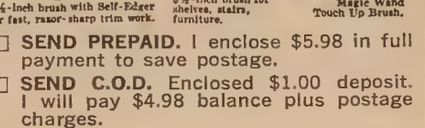

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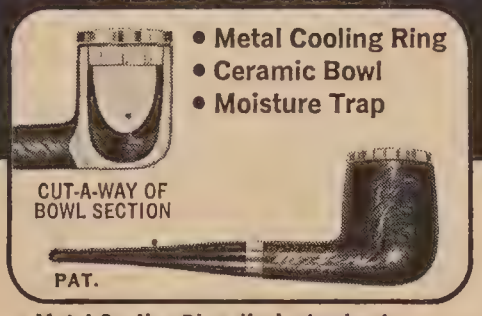

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap

- Metal Cooling Ring dissipates heat.
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- Crafted of finest Mediterranean Briar.

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The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

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Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

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The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

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Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

JACK ARMSTRONG, 197 N. Summer St., Adams, Mass. 01220, sells or trades 8x10 pix B&M, NYC, D&H, etc.

CECIL BARRETT, 306 1 St., Saskatoon, Sask., Canada, sells size 116 pix CN, CP. List, sample 25¢. Wants R&LHS Bull. 83, back issues Canadian Rail.

P. BELBIN, 22 Banool Ave., St. Ives, New South Wales, 2075, Australia, buys U.S. loco and car bldr's plates and sells same from Australia. Write first.

DALE BERRY, 3 Boone Lane, Dearborn, Mich. 48120, buys, trades, sells emp. tts. Wants Detroit & Mackinac info., pix.

JACK BEUTTAS, 1002 Conewango, Warren, Pa. 16365, wants to contact railfans in his area, incl. those interested in models and European roads.

JIM BOGLE, 1749 Dyson Dr. N.E., Atlanta, Ga. 30307, will buy Vol. 9 No. 8 Railroad Journal (4-1-'45).

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana, Fla. trolleyana; trades B&ML tkts.; buys or trades RPO cancellations; sells pix from official FEC negs.

W. BROSCHART, 89-32 138th ST., Jamaica, N.Y. 11435, sells railroadiana. Wants Eastern transit pix and negs. from '20's, '30's.

LAWRIE BROWN, Putney, Vt. 05346, trades p.c. and 116 size b&w pix of n.g. lines. Buys n.g. books. (SSE)

GERRY BURRIDGE, 65 Cremazie W., Quebec 6, Que., Canada, sells steam, diesel, elec. pix. List 10¢. Wants Canadian annual passes, eastern Canadian steam and elec. negs.

JIM CHANDLER, 54 N. Taylor St., Frankfort, Ind., wants action shots of CB&Q 4-6-4's and 4-8-4's after installation of roller bearings.

ED CONKLIN, 5 King Arthur's Ct., St., James, N.Y. 11780, will sell NYC lantern and bldrs' compendium. Wants marker lamp brackets. (SSE)

R.L. COULTON, Box 127, Longview, Alta., Canada, sells b&w pix Canadian rrs. List 20¢.

CURTIS CRUVER, 117 S. Kenilworth, Oak Park, Ill., wants rr. books mags., railroadiana.

LOU CUMMINGS, Jr., 129 Nevin St., Lanaster, Pa. 17603, sells orig. 35mm color slides Rail Tours steam trips in '66 at York, Pa., on M&P. (SSE)

G.S. DAWSON, 1207 Ashleman, Waco, Tex., will trade 18 bound vols. Amer. & Eng. RR. Cases, published by Ed. Thompson '81, for Poor's or Moody's Manuals.

ULYSSES DEPOMPEI, 7521 Bancroft Ave., Cleveland, Ohio 44105, wants PRR car knockers' kerosene lantern with mirror reflector and shield.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys pix and negs. of Erie, DL&W, L&NE, NYO&W, and recording of Jimmy Dale singing "Tenn. Ghost Train."

TOM DIXON, 250L Boreman S., Morgantown, W. Va. 26506, sells slides and color and b&w pix of C&O pass. operations in his state. Buys, sells C&O railroadiana.

CAROLINE EMERY, 515 14th East, Seattle, Wash. 98102, wants postcards of steam locos, esp. GN, UP, NP, SP, CN, CP.

PETER ETCHELLS, 4933 Baxter Dr., Speedway, Ind. 4624, will trade '57 Car Builder's Cyclopedia, good cond., for R&LHS Bull. 94.

JACK FESCO (retired SP engr.), 4309 Edenhurst Ave., Los Angeles, Calif. 90039, sells drawings of SP 2-6-0, 4-4-2, 4-6-2, 4-8-2, 4-4-0. (SSE)

WM. FRANTZ, 1905 S. Orange, Sarasota, Fla. 33579, sells, buys, or trades rr. lamps, lanterns, globes, parts. (SSE)

T.G.J. GASCOIGNE, Darlington Blvd. S., RR 4, Oshawa, Ont., Canada, buys 35mm color slides or color negs. of NKP diesels.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells RDG engineer's caps.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PSTC, Boston, Newark, TTC, SHRT, TARS, Pittsburgh, LA, SF Muni, etc. trolley pix. List free.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, wants 1900 Poor's Manual. Buys, trades rr. stock certificates.

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh Pa. 15218, will trade "Student's Guide to the Locomotive Engine," 1849, for info. on early diesels, and bldrs' plates of same.

GRAHAME HARDY, Box 622, Carson City, Nev. 89701, sells wide variety of steam and elec. railroadiana. Big list free.

DANNY HEDMAN, 707 Tennessee, Lawrence, Kan. 66044, buys pix pass., mixed trains in Me., NH, Vt., Mass., N.B., and Que., taken in '50's.

BOB HESS, Box 77, Stanton, N.J. 08885, wants grade-crossing safety posters, pix of grade-crossing warning signals, installations of mfgr's catalogs.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells old Railroad Magazines, Trains, etc. Buys collections of same, good cond.

CLIFF KAMMERER, 305 Berkshire Ave., New Milford, N.J. 07646, wants any size b&w negs. and pix up to 5x7 of Erie, EL, NJ&NY, NYS&W.

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Fonda, Johnston & Gloversville combine No. 22, seen at Gloversville, N.Y., in 1954, was burnt to get it out of the way before museum lines began to seek such cars.

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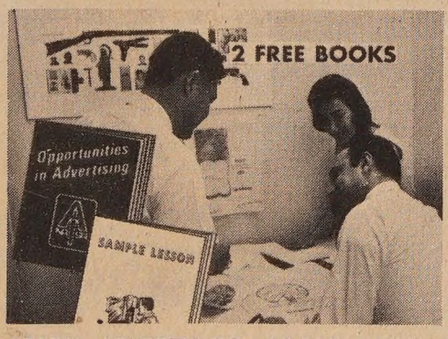

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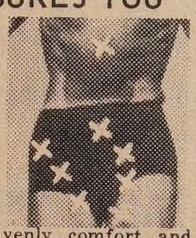

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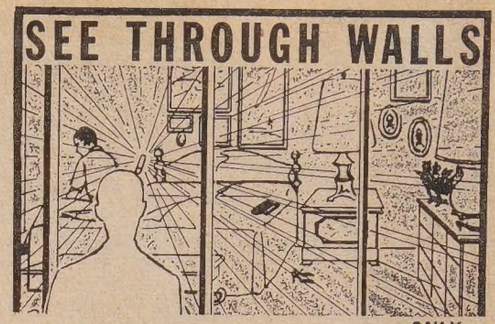

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New high-speed multiple-unit electric cars for the New York-Washington run via Pennsylvania RR. main line will have radiotelephones for passengers' use. Local and long-distance calls may be placed and received at a rate somewhat higher than regular wire calls. The mobile telephone booths, one in each of 10 parlor cars and 20 snack-coaches, will be served by an operator stationed in Philadelphia. The first two high-speed cars for regular service were pictured in our March issue, page 25.

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, trades railroadiana. Wants info. on S.D. Central.

GERALD KOSCINSKI, 2514 Sunset Dr., Beloit, Wis. 53511, wants 35mm color slides, negs., pix of SOO, MILW diesels, and Soo railroadiana.

N.A. KUTUSOFF, 1357 El Bonita Ave., St. Helena, Calif. 94574, will sell 24 issues Railroad Magazine and 16 issues Trains '65-'67, excellent cond. (SSE)

A. LAPRESTO, 52 Tonnele Ave., Jersey City, N.J. 07306, sells steam loco negs., cameras. (SSE)

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, will sell 1908 Signal Dictionary, 472 pgs., 3100 illust.

DICK LOHSE, 306 Ramona Rd., Danville, Calif. 94526, sells photocopies of SP '51 loco and tender diagram book. (SSE)

JACK LUCIA, 3129 Noble St., Reading, Pa. 19605, wants color slides and pix of NKP pass. equip. for modelbuilding.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, buys RDG, CNJ mags. '32-'42. Will trade "History of the Rdg." for rr. books.

K.C. McDANIEL, Box 1118, Atlanta, Ga. 30301, sells tts., framed loco pix, train orders. (SSE)

R.E. McMURDO, 755 Main St., Waltham, Mass. 02154, sells color slides of trackless trolleys of Boston, Ft. Wayne, Des Moines, Shreveport. (SSE)

JOHN MOUNTAIN, 22608 Ocean Ave., Torrance, Calif. 90505, wants Ind. Union Trac. and Marion & Alexandria trac. scenes. Borrows or buys tts., etc. Answers all mail.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana. List for 10¢ stamp.

JOE NOWAK, 236 S. Royrcoft Blvd., Cheektowaga, N.Y. 14225, sells back issues Railroad Maaazine, Trains, model mags., also tts., etc. (SSE)

TAL ORR, Rte. 4, Dublin, Ga. 31021, buys back issues of Railroad Magazine.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441, wants clear RPO cancellations on whole env. or card.

JACK PIPPIN, 808 E. Main St., Johnson City, Tenn. 37601, sells brief history, map of ET&WNC, also 7x9 pix of steam locos 207, 208.

VINCENT PORRECA, 2702½ Grand Ave., Niagara Falls, N.Y. 14301, sells color pix of diesels. (SSE)

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 negs. of diesels and cabooses. Trades diesel negs., esp. PRR, NYC.

Mrs. D.W. RANSOM, 52 Union St., Springfield, Vt. 05156, will sell claremont St. Ry. p.c. for $1 each B&M steam train view also available.

DALE RAY, Fairview, Ill. 61432, will buy 9/30 Railroad Magazine, also Bedwell's only book, "The Boomer," and McCague's rr. novel, "Fiddle Hill."

ED REED, 1644 Gunderson, Berwyn, Ill. 60402, will buy pix of pass. trains at CB&Q Batavia and Turner Jct. stations and C&NW station at Charles, Ill.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, trades other train orders for CP train orders relating specifically to CTC installations between Vancouver and Kamloops.

DAN SABIN, Box 203, Manly, Iowa 50456, wants CRI&P railroadiana.

B.W. SANFORD, 14736 Thrift Ave., White Rock, B.C., Canada, needs pix and info. on CP's Kettle Valley Div. for use in book he is writing.

HARRY SCHIMM, 1841 Glenwood Dr., Kamloops, B.C., Canada, sells steam and diesel pix of Canadian rrs. List 25¢. Wants sizes 616 and 620 negs. CP, CN, GTW, CV, DW&P, other Candian.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J. 07051, unable to answer all mail promptly, will do so soon.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells new autographed copies of his books: "Delaware & Hudson," $15, and "Rutland Road," $10.

BOB SHAW, Rte. 4, Potsdam, N.Y. 13676, sells frt. receipts from 1850's-'80's.

ALLAN SHERRY, 5445 Netherland Ave., Riverdale, N.Y. 10471, sells 1931 Off. Guides, tts., recordings, slides, negs., pix, etc. Wants drumheads, lamps, etc. State wants with SSE.

DICK SHULL, 130 W. 44th St., New York, N.Y. 10036, sells rr. chinaware, linen, silverware, souvenir playing cards. List 5¢ and SSE.

BOB SMITH, 712 S. 8th St., Coshocton, Ohio 43812, wants switchmen's and cab lanterns from NKP, W&LE, P&WV, L&WV.

FRANK SMITH, 88 Summer St., Rockland, Maine 04841, trades steam pix of Bangor & Portland, T.C., RW&O, and HO items for Maine railroadiana.

JOEL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, sells 8x10 steam, diesel, and caboose pix. (SSE)

WALT SYLVESTER, 100 Hyde Park Ave., Bellwood, Ill. 60104, will sell WP switchmen's kerosene lanterns and 60 back issues Railroad Magazine.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, offers free 3x5 pix of Seattle trolley used as traveling billboard. (SSE)

TED THOMPSON, Jr., 2006 Blaine St., Williamsport, Pa., seeks address of F. Smith.

JOHN THRAEN, 959 N. 14th St., Milwaukee, Wis. 53233, wants C&NW emp. tts.

P. WAGNER, 216 Lenape Dr., Berwyn, Pa. 19312, buys trolley, elec. rr., and subway destination or route signs.

BILL WHITE, 7225 Maple Ave., Overland Park, Kan. 66204, buys CRI&P Rocket menus, publicity pix, brochures, etc., esp. from trains 507-510.

H.H. WILLIAMSON, Box 2347, New Orleans, La. 70116, sells Costa Rican rr. tokens. Buys rr. medals and horsecar tokens.

JIM WOZNICZKA, 2310 W. 55th St., Chicago, Ill. 60609, trades p.c. size pix Chicago area for diesel pix of PRR, NYC, B&O, B&M, N&W, New Haven, D&H, LV, other Eastern rrs.

JOHN YOUNG, 118 St. Josephs Dr., Hamilton, Ont., Canada, buys back issues Railroad Magazine, steam color slides.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, buys neg. and slide collections. Write first.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, buys, trades elec. and diesel loco bldrs.' plates.

Model Trading Post

CHAS. DAVIS, 3663 McCall St., Bremerton, Wash. 98310, buys junked Nason 00 2-8-0's, 4-6-4's. Trades parts.

BOB FARSON, 162 N. Hill Pl., State College, Pa. 16801, will sell 12"-gage live steam loco, switches, 3000 ft. of rail, etc. (SSE)

BOB HESS, Box 77, Stanton, N.J. 08885, wants AF, Ives, Marx, Dorfan, Bing, and Maerklin highway grade-crossing signals.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants AF toy train catalogs '24-'37.

LEE MOUNTAIN, 22608 Ocean Ave., Torrance, Calif. 90505, will buy 0 gage pass., frt. Pittman traction model or kit or will trade fiction, science, electronics books for same.

J. MURRAY, 33 Winthrop, Rehobeth, Mass., will sell 24"-gage Forney 0-4-4 steam loco. Photos and details $1.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, wants Buddy L loco and tender.

F.R. ORR, Box 755, Greenville, S.C. 29602, wants AF, Lionel Std. gage and O gage, also catalogs.

TAL ORR, Rte. 4, Dublin, Ga. 31021, buys Lionel and AF toy trains.

DICK PRATT, 3434 W. 114 St., Chicago, Ill. 60655, sells early '50's issues of RMC, Mdl. RRer, Toy Trains, Lionel Catalogs.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 44 motorboat, 55 airplane, 129 illum. terrace, 6475 Heinz pickle car with green vat covers. ●

Coming Events

March 31: Round trip using train of ten RDC's (a record?), Pittsburgh-Meyersville, Pa. Lv. B & O station 9 a.m.; stops at McKeesport, West Newton, Connellsville; fare $10.75; dinner $1.50 extra if ordered with ticket. Write J. Edw. Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15233.

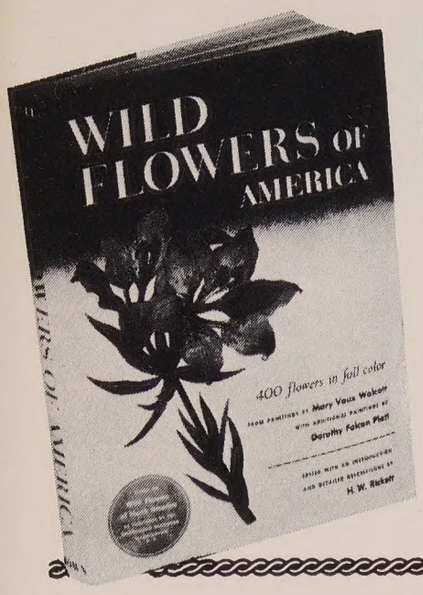
April 20: Branford Electric Ry. Film Festival, 8 pm. in St. Peter's Auditorium, 132 E. 54th St., New York City. Movies of abandoned electric lines in N.Y. area will be shown, including 9th Ave. Elevated, trolley trip from Coney Island to Yonkers, etc. Tickets $1.50 ea. in advance from George Horn, 89-40 151st Ave., Howard Beach, Queens, N.Y. 11414.

April 27-28: Annual Vermont Rail Week-end sponsored by Empire State Ry. Museum. New York to Springfield via New Haven RR., then via B&M to Bellows Falls, Vt. Steam loco will pull train over Green Mt. RR. to Rutland, Vt. Two visits to Steamtown. Passengers may board at Stamford, New Haven, Hartford, Springfield. Round trip from New York, $22.50, including admission to Steamtown. Overnight accommodations, meals extra. Write Empire State Ry. Museum, Inc., P.O. Box 459, Wall St. Sta., New York 10005.

New Eng. Div. of RR Enthusiasts will sponsor excursions: May 4, Goffstown and Hillsboro B&M branches, both having covered bridaes; May 25-26, two days on NHRR in Mass., R.I., Ct., N.Y. Details from Roland Blodgett, P.O. Box 244, Malden, Mass. 02148, or Joe Lajoie, P.O. Box 3, Methuen, Mass. 01844.

May 25: NRHS Hawk Mountain Chapter will sponsor "NRHS Day" at Wanamaker, Kempton & Southern steam ry. Special photo run with steam. Railroad movies by John Scharle in evening. Details from Hawk Mt. Chapter, WK&S RR, P.O. Box 24, Kempton, Pa. 19529.

June 1: NRHS Intermountain Chapter will sponsor steam trip on UP from Denver, Colo., to Yoder, Wyo., via Cheyenne, using 4-8-4 No. 8444. Lv. Denver 7 am., return 8:15 pm. Adults $21.50, children $10.75, including meals. Details and tickets from chapter, P.O. Box 5181, Terminal Annex. Denver Colo. 80217. In connection with this trip, Colorado RR Museum will have open house and narrow-gage steam operation. Details with trip notice, or from museum, Box 641, Golden, Colo. 80401. ●



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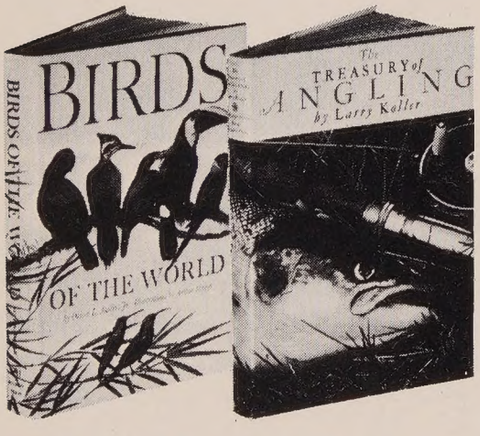

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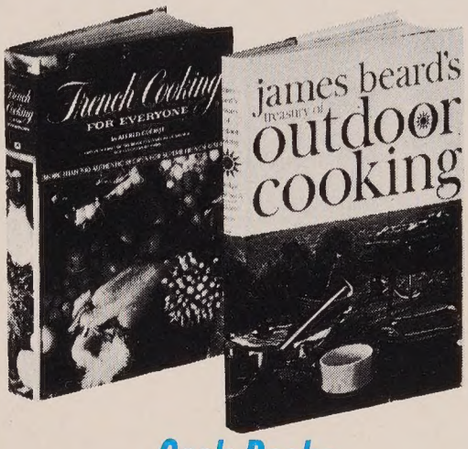

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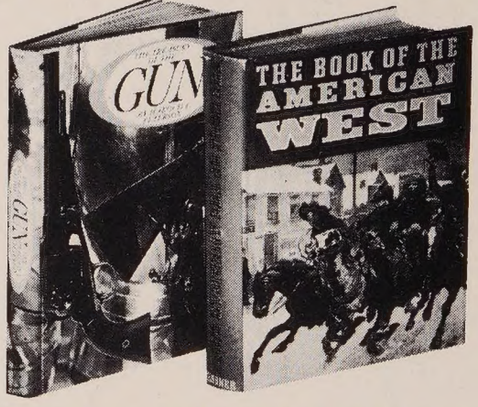

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